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AND

IRON MANUFACTURERS' AND MINING GAZETTE.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 2, 1875.

The Pennsylvania Railroad and the Hoosac Tunnel Line.

The North Adams (Mass.) Transcript says there is a report that Col. Scott and the Pennsylvania Railroad Company have a plan to control the unfinished Massachusetts Central Railroad, secure the Tunnel line, build 50 miles from North Adams via Hancock and Stephentown to Albany, thence over the Albany and Susquehanna Railroad to Binghamton, whence a line 30 miles from that town, following the old canal bed, which has been ceded by the State of New York, taps the Pennsylvania Railroad branch to Elmira at or near Athens, N. Y.

To control the Massachusetts Central only $1,500,000 is necessary. Already three-fourths of the work is done on the ninety-two miles from Weston to Northampton, $2,500,000 having been expended. The above controlling sum is sufficient to lay the rails and put on the equipment. The branch from North Adams to Albany has been surveyed, and it will not cost over $40,000 a mile. The road from Binghamton is hardly more than laying the rails. There is a charter in existence to build a seven mile road from Weston on the Fitchburg road to a point north of Waltham, thence across to Somerville, going into Boston over the Lowell road.

New Orleans, Mobile and Texas Railroad.

A meeting of the bondholders of this road was held in this city on the 23d ult., L. Von. Hoffmann, Esq., in the chair. The road begins at Westwego, six miles above New Orleans, and ends at Bayou Goula. It was resolved that the Western branch of the road be pushed on as far as Grand River, fourteen or fifteen miles beyond the present terminus. This, it was stated, would give the road connections with the mail boats which touch at this point. The proposed extension would cost about $250,000. A committee, consisting of ex-Governor E. D. Morgan, Charles Morgan, L. P. Morton, Charles Moran and L. Von Hoffmann, was appointed to consider the matter, and also to report upon the further extension of the road to Texas. It is proposed to issue certificates for the extension to Grand River, which shall be a prior lien on the road.

Texas and Pacific Railway.

Col. Thomas A. Scott, in his argument made to the Senate Committee on Railroads, on the 14th ult., gave the following explanation as to the condition of the company and the work it had accomplished:

As a consequence, these $10,000,000, which have been expended, represent not only 261 miles of constructed and equipped road, the greater portion of which has been examined and accepted by the Government, but also 126 miles of additional road graded, bridged, and tied between Brookston and Texarkana, and west from Sherman and east from San Diego, and also the cost of determining the proper line by actual and full surveys, with estimates for construction across the continent, showing the amount necessary to build and equip the same to Government standard.

The Construction Company is entitled to certain bonds and stock to represent this expenditure, and part of these bonds that company has pledged as security for the payment of part of the money expended by them in constructing and equipping the road, so that the proceeds of the bonds, whose interest, it is hoped, will be guaranteed by the Government, will enable the railway company to pay this debt without profit, release the existing bonds now held as collateral, and give the Government the first lien upon the entire road, its equipment, Government lands and franchises.

In addition to the obligations to the Construction Company, the Texas and Pacific Railway Company has a floating debt of about $700,000—the greater part of it resulting from the purchase of the roads consolidated with it under authority from Congress. This, in part, represents 64 additional miles of railway constructed and operated by the company. To take care of this floating debt, the company has the original bonds which it created on the part of the line so purchased and now operated by it.

The 325 miles of road now controlled and operated are as follows:

	Miles.
From Shreveport to Eagle Ford, 8 miles west of Dallas	195
From Marshall to Texarkana	74
From Sherman to Brookston	56
	325

The entire mileage of the roads embraced in the bill is as follows:

TEXAS AND PACIFIC LINE.

	Miles.
Marshall via Dallas and Fort Worth to San Diego	1,635
Marshall to Texarkana Junction	69
Texarkana to Fort Worth	236
Total Texas and Pacific	1,940

ATLANTIC AND PACIFIC LINE.

From Vinita to junction with Texas and Pacific, about	400

The roads proposed to connect with every Southern road at Vicksburg and New Orleans, are as follows;

	Miles.
Shreveport to Monroe (thus completing the Vicksburg connection)	105
Shreveport to New Orleans	235
	340

Western Counties Railway.

The friends of this important work will be pleased to learn that the rails are now laid out beyond Ohio a distance of nearly eight miles. A large portion of the ballasting is done; and the freight trains will be running to Ohio in a few weeks. The Company are about purchasing 100 tons of rails, which will extend up to the Harrington Road, twenty miles from Yarmouth. The grading up to this point is nearly all done; two miles are graded at Meteghan, and five miles near Digby. The work is being pushed forward as rapidly as possible, and the road will be open for traffic to Meteghan during next year.—*Yarmouth Tribune.*

Southern Pacific Railroad.

The earnings of this road for the years ending June 30, 1873 and 1874, were as follows:

	1873.	1874.
From freight	$456,201 49	$504,256 42
" passengers	469,789 63	512,637 53
" express	18,923 88	18,111 54
" rental	54,984 07	102,877 49
" storage	6,853 97	5,731 58
" miscellaneous	14,818 52	3,041 15
" mail	11,340 00	13,682 62
" telegraph	2,400 00	2,400 00
	$1,035,311 56	$1,162,738 33
Operating expenses:		
Expense of superintendent	$4,876 75	$5,444 54
Station service	59,327 59	62,634 61
Train "	43,191 64	51,176 59
Locomotive service	110,960 27	415,592 45
Office expense	24,210 48	25,126 56
Stationery and printing	5,988 56	6,611 29
Advertising	1,941 40	1,300 90
Water service	7,253 71	5,392 65
Repairs of tools	4,463 63	5,654 13
" track	77,251 03	84 310 65
" buildings	11,415 69	5,425 65
" engines	41,767 20	41,637 15
" cars	36,374 05	33,470 69
" bridges, etc.	19,975 75	12,196 81
Miscellaneous exp.	2,606 34	1,294 49
Mail service	1,057 33	1,000 00
Loss and damage (property)	1,660 19	4,274 80
Damages	3,801 75	612 15
Telegraph service	620 78	518 23
	$458,739 14	$463,674 34
Net earnings	$576,572 42	$699,063 99

For the year ending June 30, 1872, the earnings were $728,856 01, the expenses $376,278 11, and the net earnings $347,577 90. From October 1, 1870, to June 30, 1871, (nine month) the earnings were $430,097 50, the expenses $222,427 06, and the net earnings $207,670 44—showing that while the earnings have increased, the ratio of operating expenses to earnings has decreased; being 52 per cent in 1872, 44.3 per cent in 1873, and 39.8 per cent in 1874. The President, in hisreport, says:

Since the last report, the Contract and Finance Company that has the contract for building the road has completed 75 miles, which, with the amount given in previous reports, make 278 miles of completed road.

THE LOS ANGELES DIVISION.

As your board thought that it would be for the best interest of the company to build that portion of your road from Los Angeles, via San Gorgonio, to Fort Yuma, on the Colorado river to secure the trade of Arizona and Sonora, before completing the road from the Tulare Valley to Los Angeles, they have built 50 miles on that division during the past year. But as this division is not connected with that portion of the road running out from San Francisco, and as it can hardly be said, as yet, to have been fully opened for general business the earnings have been light, and are not included in the preceding statement.

ORGANIZATION.

The present organization of the Southern Pacific Railroad Company was effected October 12, 1870, by the consolidation of the following companies, viz: The San Francisco and San Jose Railroad Company, The Southern Pacific Railroad Company, the Santa Clara and Pajaro Valley Railroad Company, and the California Southern Railroad Company, all of which had been duly incorporated under the laws of the State of California. By virtue of the consolidation, the new company succeeded to all the rights, privileges and franchises of the companies above named.

The object of the new corporation was to construct, equip, maintain and operate a line of railroad from the city of San Francisco to a point on the Colorado river, in the southeastern portion of the State, a distance of say six hundred and twenty nine miles, with a branch from Tehachapa pass to the Colorado river, at or near Fort Yuma, a distance of say three hundred and fifty three miles.

GRANTS FROM THE STATE OF CALIFORNIA AND THE CITY OF SAN FRANCISCO.

Your company has received from the State of California a grant of thirty acres of land, situated in what is known as Mission Bay, in the city of San Francisco, an equal amount having been granted to the Central Pacific Railroad Company.

Since the last report the tracks have been extended down Fourth street to Louisiana street, and thence along the water-front on that street to Eldorado street. This extension will secure the object so long desired, the bringing together of ship and car, and will largely increase the earnings of the road.

LAND GRANT OF THE UNITED STATES GOVERNMENT.

As before stated, the contract for building the road is such that it leaves to the company, unincumbered, all the lands granted by the Act of Congress, except the right of way 200 feet wide through the public lands.

The length of road upon which lands have been granted is, say, nine hundred and thirty two miles. The grant embraces all unoccupied lands designated by odd-numbered sections for twenty miles on each side of the road; and when any of these odd numbered sections have been reserved or otherwise disposed of, the company has the right to select a sufficient amount from the unappropriated lands between the twenty and thirty mile limits to make up the deficiency. From examinations made in the local land offices, it has been ascertained that there is a sufficient amount of vacant land between the twenty and thirty mile limits from which to select, in place of land settled upon, or reserved within the boundaries of the grant proper. It is therefore safe to say that the company will receive, upon the completion of the road, the full amount of land covered by the grant. The land agent of the company, after a careful examination and classification of the lands, places their value, at a low estimate, at $30,000,000; and it is with much satisfaction that you can contemplate the ownership of this immense property, especially when you consider that its value to yourselves and the country has nearly all been created by your own energy and perseverance.

Your board would recommend that the lands be sold to actual settlers, at low rates, according to location and quality, as soon as arrangements for their sale can be completed, as it will be much more advantageous to the company to sell their lands at low prices, and have them brought under cultivation at once, than to hold them, even though much higher prices could be realized after a few years.

The policy of the general government, in granting each alternate section of land to aid in the construction of railroad lines through those districts far removed from navigable waters, is fully justified by the rapid increase in the value of lands along the line of road so constructed.

Before the Southern Pacific Railroad was built, land in some of the great valleys through which it runs was of very little value, and there was no market for it even at the minimum government price of $1 25 per acre; while now, with the road in operation, it is being rapidly taken up at the price fixed by the government, which is twice that charged for lands unaffected by these improvements, so that the government not only receives the same amount of money that it would have received if no grant had been made to the railroad company, but also has a market for its lands where there would have been none without the road. And this is not all; the construction of a line of railroad, with all the necessary fixtures and buildings, adds largely to the amount of taxable property in every township through which it passes, and thus tends to lighten taxation on the people who settle along the line of the road.

PROSPECTIVE BUSINESS OF THE ROAD.

There are several considerations that have an important bearing upon the prospective business of your road, which demand special notice:

First.—The construction of the railroad from Watsonville to Santa Cruz. This railroad will pass through the extensive red wood forests, and will afford a vast tonnage for your road, as the timber will find a ready market in large quantities in the Salinas and other valleys along the line. A branch road is also nearly completed from your road to Monterey, which will give that town an all rail connection with San Francisco and bring the business over your road.

Second.—The towns and villages through which the Southern Pacific Railroad passes afford the most delightful as well as the most available suburban residence. San Jose, Santa Clara, Redwood City, Menlo Park, Belmont, and other places equally well located, with a climate that is unsurpassed, with the intelligence and refinement of their citizens, and their educational and religious advantages, afford great inducement to all who are seeking quiet and delightful residences within easy access of the city. Already many of the business men of San Francisco are finding a home beyond the city limits, and the steady and rapid increase of this suburban population guarantees to your road a large and profitable local business.

Third.—The discovery of extensive deposits of coal in close proximity to the line of your road, which can be easily reached as the road is extended.

When we consider that coal from these deposits can be delivered in San Francisco over the low grades of your road at the minimum cost for transportation, and when we consider also the limited supply of coal on the Pacific coast from other sources, together with the fact that the road can supply itself with cheap fuel, and secure a large increase in its business in the transportation of coal for domestic and manufacturing purposes, the importance of this interest cannot well be overestimated.

Fourth.—The general location of the Southern Pacific Railroad is peculiarly favorable for developing and controlling a large and remunerative miscellaneous business, for it occupies almost the only passes through which a railroad extending from San Francisco to the Colorado river can be built, and must therefore command the entire business between San Francisco and the southern portion of California, as well as Northern Mexico and Arizona. At the Colorado river it will meet the Texas and Pacific Railroad, and when this connection is made, it will give your road a direct communication by rail with all the southern and southwestern portions of the United States, and the shortest line from San Francisco to New Orleans and the country bordering the Gulf of Mexico, over which you may look for much of the surplus grain from the southern half of California to pass on its way to the European market.

Fifth.—The country tributary to your road embraces nearly one third of the entire State of California, say 50,000 square miles. In traversing this large extent of country the road passes through some of the finest valleys in California, such as the San Jose, Santa Clara, Pajaro, Salinas, Tulare and the large and fertile valleys south of the Sierra Madre, in the counties of Los Angeles and San Bernardino. The soil in those valleys is exceedingly fertile, and produces all kinds of vegetables and grain of the temperate zones, and most of the fruits of the semi tropical regions, such as oranges, lemons, limes, olives, apricots, figs, etc., in great abundance. Recent experiments in the culture of tobacco, near Gilroy, where some four hundred acres were planted the past season, have shown that the soil in that part of the State is peculiarly adapted to that crop, the yield per acre being from 1,500 to 2,000 pounds of a superior quality, equal to the best Havana, and from 2,600 to 3,000 pounds per acre of the coarser varieties. Recent experiments have also demonstrated that jute, ramie and cotton can be grown in great abundance along the line of your road, for which the producer will always find a ready sale

and remunerative prices, as these products will bear transportation and thus have access to the world's markets.

Among the foot hills and on the slopes of the mountains are vast tracts of land abounding in wild oats and native grasses, which are very nutritious, and afford pasturage for sheep and cattle throughout the entire year; and the temperature is so mild, even in winter, that shelter is seldom required. Nearly all the land in the foot hills also produces the grape in great abundance, and much of it is considered the best vine land in the world, as it never fails to yield a crop. There are also immense tracts of timber land covered with redwood, red cedar, pine and other varieties, which will afford an extensive lumber business for the road; in short, the country traversed by and tributary to the Southern Pacific Railroad has almost every variety of land adapted to every branch of agriculture, with a mild and healthful climate, and is already attracting the attention of emigrants from the Eastern States, as well as from the nations of Europe, and is being rapidly taken up along the line of the road, and even in advance of its construction.

With all these vast and varied interests awaiting the construction of your road, the villages and cities with their rapid increase of population, the fertile valleys with their great abundance and variety of agricultural resources, the forests with their wealth of lumber, the mines with their vast supplies of coal and untold millions of the precious metals, we think you may reasonably hope for satisfactory dividends on your investments when the road is completed.

We cannot, however, ignore the fact that at this time a spirit of hostility against property held in a corporate capacity is being aroused and stimulated among the people by a small portion of the newspaper press and a class of people who never seem happy unless they are disturbing some legitimate interests.

The claim advanced is virtually this, in the case of railroads, that having been built and paid for by one company of men, they should be controlled by another who have no interest in them whatever, except as a means of transportation for themselves and the products of their own industry. But ownership and control can no more be separated in the management of railroads than in the conduct of any other legitimate business.

A sense of justice, as well as the necessities of the case, establish the principle that ownership and control must go together. Railroad companies must have passengers and freight to transport, or their investment will be unremunerative; and the people along railroad lines must have easy and rapid transportation, or the products of their industry would be of little value. And we hope and believe that the time will soon come when property in railroads properly managed will be as safe from excessive taxation, unfriendly legislation and enormous awards for damages to persons and property, as though owned by private individuals, for, in the end, excessive charges imposed upon the roads must be paid by those who use them.

The companies that are employing their time, energy and capital in constructing, equipping and operating railroads, and the agriculturists and manufacturers, are naturally and of right should be allies and not antagonists. And this fact will be fully recognized and understood when the agrarian war cry against corporate property has given place to more correct views of the relation between labor and capital. That portion of your road now completed and in operation is earning more than sufficient to pay the interest on its bonded debt, and is increasing in value from month to month. Still, your board would recommend that the company go forward with the work of construction with great caution, practicing the most rigid economy in operating the completed portion of your road, acquiring all necessary grounds for depots, sidings, machine shops and other necessary purposes, and thereby strengthening the credit of the company so as to give its securities a high standing in the great financial centres from which the capital necessary for the completion of the road must be drawn; and then, when the time comes, as it surely will, that capital invested in good railroad securities will be considered safe, this great work can be carried rapidly forward to completion.

At the close of the last fiscal year the company had 19 locomotives, all in good repair except one, which required rebuilding. The number and kind of cars on the road were as follows: 20 passenger, 1 passenger and baggage, 3 smoking, 6 baggage, 1 officers', 1 pay, 1 hunting, 189 box, 4 caboose, 14 stock, 91 flat, 12 dump, 1 boarding, 9 stone, 30 push, 1 wood and 25 hand cars. One stone, 2 hand and 3 push cars were added during the year. One stock car was changed to a box car. Seven passenger cars have been repainted and varnished and roofs raised. Eleven have been upholstered throughout with new material. Nine equipped with the Westinghouse Air Brake, and twenty with Miller's Platform and Buffer. All the passenger stock is now equipped with the Westinghouse Air Brake and the Miller Platform and Buffer. Two freight cars were rebuilt, new roofs put upon 31, and 81 repainted. Number of bridges repaired during the year, 16; culverts repaired, 38; cattle guards built, 13; do. rebuilt, 17; do. repaired, 19. A substantial stone culvert has been built in place of the Bernal Bridge, four miles south of San Francisco, at a cost of $19,119 67. A brick warehouse has been purchased at San Mateo, and is used as a freight warehouse. A water tank of 20,000 gallons capacity, and wind mill have been put up at Mountain View; also a water tank of same capacity at San Mateo. All buildings upon the line have been kept in good repair. The track has been well kept up throughout the year, and is now in good condition: 2,575 feet of new rail, 31,680 feet of rail partially worn, and 6,077 new ties have been used in repairs of main track; and 13,304 feet of old rail and 1,436 ties used in the extension of side tracks. The General Superintendent, in his report dated August 21, 1874, says:

The Southern Pacific Railroad in the San Joaquin Valley, leased to the Central Pacific, extends from Goshen to the North Bank of the Kern River, distance 71.3 miles, of which 29.8 miles (from Delano to the latter point) were opened up for business August 1st, 1874. The bridge over the Kern River, it is expected, will be completed and trains running into Bakersfield—distant about 2.4 miles, as early as October 1st.

The average number of miles of road operated for the year ending June 30th, 1874, exclusive of the above, was 157.2.

The number of miles of road in operation August 1st, 1874, was as follows:

San Francisco to Soledad	142.9
Carnadero Junction to Tres Pinos	18.0
Goshen to terminus (north bank of Kern River)	71.3
Total	232.2

The completion of the Salinas and Monterey Railroad (narrow gauge) is promised by the end of September. Work has also been commenced on the Santa Cruz and Watsonville Railroad, connecting with your road at Pajaro. Both of these roads, it is believed, will prove to be quite valuable feeders.

All that was promised concerning the percentage of operating expenses has been more than fulfilled, and the earnings compared with previous years show a steady increase in both freight and passenger business, which we confidently believe will continue.

It is a source of satisfaction that the road has been operated during the year without accident to its passenger trains—all trains having been run with great regularity, and without loss of life or injury to passengers.

Number of miles run by passenger trains, 216,561; by freight trains, 213,025; by miscellaneous trains, 82,518—total, 512,104, against 460,254 in 1873, an increase of 51,850. Cost of engine repairs per mile run, 7.58 cents; total cost per mile run, 31.46 cents.

Passengers carried southward, 180,833; do. northward, 171,711½—total, 352,544½, of whom 2,616 were through and 349,928½ way. Increase in passengers carried in 1874 over 1873, 22,069. Tons of freight carried southward, 69,025; do. northward, 123,542—total, 192,567, an increase over the previous year of 9,906.

The statement of Profit and Loss for the year ending June 30, 1874, is as follows:

To general expense	$100,493 82
Taxes	38,906 19
Legal expenses	18,206 17
Interest	595,553 26
Insurance	125 00
Depreciation of buildings, etc	3,474 26
Sundry accounts	697 02
Total	$757,455 72
By balance, June 30, 1873	$50,842 17
Income account, June 30, 1874	699,063 99
Balance, June 30, 1874	7,549 56
Total, as above	$757,455 72

BALANCE SHEET, June 30, 1874.

Construction account	$12,955,506 87
Real estate	532,725 00
Land account	22,511 07
Equipment account	697,204 91
Building account	264,793 89
Machinery and tools	47,500 22
Material	65,704 35
Fuel	8,515 25
Office and station furniture, and telegraph instruments, etc	25,869 67
Balance of accounts outstanding, including $10,000,000 advanced to Contract and Finance Co., and deducting obligations	10,297,958 88
Cash in hands of treasurer	145,265 88
	$25,063,550 44
Profit and Loss	7,549 56
	$25,071,100 00
Capital stock	$14,071,100 00
First mortgage bonds	11,000,000 00
	$25,071,100 00

President.—C. P. HUNTINGTON.

Vice President.—D. D. COLTON.

Directors.—C. P. Huntington, Robert Robinson, S. T. Gage, D. D. Colton, Charles Mayne, E. H. Miller, Jr., J. L. Willcutt.

Treasurer.—E. H. MILLER, JR.

Secretary.—J. L. WILLCUTT.

General Superintendent.—A. N. TOWNE.

Chief Engineer.—GEO. E. GRAY.

☞ Telegraph lines have been completed to Wausau, Wis., 40 miles above Steven's Point, This, with the railroad which is but recently completed to that place, makes the most important advance of the year into the pine woods.

☞ On the 26th ult. 1,359 shares of the new stock of the Boston and Albany Railroad Co. were sold at auction by order of the directors. The opening bid was $130 per share, and the whole lot was taken by one party at $133¼.

Erie Railway and its Connections.

CONCLUSION OF CAPTAIN TYLER'S REPORT.

I have thus depicted, perhaps too much in detail, the condition and resources of the Erie system and of other systems in connection with it, in the hope of affording to those who are interested the means of arriving at fair and just conclusions in regard to them. In passing over these various systems I was accompanied by the executive officers respectively attached to them, and I was much impressed by the open, candid manner in which I was everywhere received and treated. There was no attempt at concealment or withholding information, but I was freely invited to see everything for myself, and to discuss not merely advantages to be obtained but also difficulties to be encountered and defects to be remedied. A task which might otherwise have been difficult and laborious was thus rendered comparatively easy. The Erie Railway has, undoubtedly, great natural advantages. It possesses the shortest line of communication between the lakes at Buffalo and its various termini, extending for sixty miles along the Hudson river. It has completed, and will ultimately be able to utilise, much to its advantage, a connection with the Canadian lines by the International Bridge over the Niagara river at North Buffalo, and it is thus in direct communication by an excellent route with Chicago. By the system of the Atlantic and Great Western Railway and its connections it may reach St. Louis, Cincinnati, Indianapolis, and Chicago by other routes, and, via Newburgh, it will sooner or later carry a fair share of the traffic with the New England States, which is even more important than the traffic of New York. It is well situated for obtaining, with improved connections, the most important items of traffic of almost every description, and for transporting them in those directions where the greatest profits of carriage may be obtained. But in order that these advantages and resources may be properly developed, the same important requirements almost always present themselves, from whatever point of view the question is regarded, or whatever description of traffic is considered. For the economical working of so heavy a traffic, a double track on the whole of the main line and on some other sections, steel rails, and durable sleepers are necessary, and some improvement in the gradients is desirable. The gauge of the line must be changed. To obtain transport and deliver additional traffic of a profitable character, fresh extensions and connections are wanted. The terminal arrangements should be improved to attract the traffic, to handle it economically, to store it when necessary, and to deliver it without undue cost. Grain ships should be loaded at the wharves of Jersey City from a commodious elevator, as petroleum oil ships are loaded from the oil yards at Weehawken. Iron bridges should be substituted for wooden bridges, as the latter require renewal, not merely to save the cost of maintenance and of watchmen, but to avoid the risk of loss and delay to traffic in the event of fire. The establishments of engine houses and machine shops should be completed with a single eye to economy in maintenance and working. Speculations in coal fields and in all other objects should be avoided. Onerous contracts of all descriptions should be dealt with according to their respective circumstances. No outside rings, as they are called, should be permitted to divert the profits from the Proprietors. To carry out these various improvements a liberal expenditure of money is required; but the precise amounts to be expended from time to time can only be settled after the most careful deliberation, in view of the possibility of raising money, the interest to be paid on it, and the advantages to be obtained in each case from its application. At the same time there is probably no other railway system in the world which would better repay such large expenditures, if only a really good management could be permanently secured, with a stable constituency of Proprietors to support it. Without some degree of stability in the constituency the President and Directors of the Company can hardly be expected to feel so much confidence as to their annual re-election, or to take so much interest in the continuous improvement and ultimate well being of the undertaking, as if their positions depended upon the confidence reposed in them by more permanent stockholders; whilst capitalists are not likely to purchase and hold the stock for investment until they see good reason to believe that under honest, judicious, and independent management the undertaking is likely to improve, and ultimately to repay them with dividends to be expected with some degree of regularity. It is, in fine, of great importance to the well being of the Company that the vicious circle of an unstable proprietary dealing in the stock principally for speculation on one side of the Atlantic, and a management uncertain of the confidence of the stockholders on the other side of the Atlantic, should be put an end to. One obvious means of attaining this object is by the organization of a strong committee in England, such as would command the confidence of the proprietary, to control, amongst various matters, the arrangements with regard to any fresh capital that might be raised; and, in consultation with the President and Directors, to decide generally upon the amounts to be expended, and the object to which they should be applied.

The more recent as well as the more remote history of the proceedings of the company for many years past has amply demonstrated the necessity for some such course. There has not been sufficient direct control over the management by those who have supplied the funds to be expended. And the same observation applies with greater or less force to the case of other American Railway Companies whose stocks are largely held on this side of the Atlantic, or who seek to obtain from time to time large sums of money from English sources for the furtherance of their schemes. It is difficult to imagine that confidence which has been so rudely destroyed could otherwise be restored. The Erie Railway has, by mismanagement, been brought to the verge of ruin. Without a large expenditure it cannot be placed in a satisfactory condition. And even with a large expenditure, rigid, honest, fearless, and economical management are absolutely necessary to enable it to yield that return which it is capable of affording. Much must even then depend upon the absence or the degree of competition for through traffic. The four trunk lines in possession of the four passes in the Alleghany range have it in their power either to pursue a policy of competition, and to carry traffic at unreasonably low or non-paying rates, and thus to ruin each other; or to carry on their business by mutual agreement at rates which will yield them all a fair profit. If they pursue in the future the former policy, then, clearly, the less moneys ubscribed in England towards the further development of any of their undertakings the better, because no calculations of profit can be reliable in the face of an uncertainty as to whether the rates and fares will be such as will yield any profit at all. If there were, on the other hand, any reasonable assurance that they would agree upon minimum rates to yield moderate profits on each class of traffic carried, then some basis of calculation would be afforded as to the advantages which might be expected from further expenditure. They appear now to be more in earnest than they have ever been before in taking measures for the avoidance of undue competition. If they only succeed in carrying into effect the measures they have recently devised, they will all quickly and permanently feel the benefit of it; but if they continue to engage as they have too much done in the past, in competition for traffic carried at little above, or in some cases below, the bare cost of conveyance, they ought not to expect that the British public at all events should further subscribe to afford to any of them the means of continuing it. There has been for a series of years a tendency to lower rates of conveyance, and the rates may probably now be considered to have reached the lowest point; but much of the produce of the West must be carried, if brought to market at all, at moderate cost for long distances. The means of economical working are necessary in every case to enable it to be carried at a reasonable profit, and in the face of undue competition that profit is easily sacrificed. On the Erie Railway the eastward freight was carried from October, 1873, to April, 1874, at an average of 1 6-100th cents per ton per mile, and the westward freight for the same period at 1 8-100th cents per ton per mile. The difference between these figures and 1¼ cents per mile on the amount carried would make a difference in the revenue of the Erie Company of no less a sum than $637,289, or say £125,000 in the half year. And it is thus easy to see—the cost being the same—how a moderate improvement in rates, added to economy of working and maintenance, would materially affect the position of the company. Mr. Jewett has, since I left America, been installed as the President, and he has a grand opportunity before him of restoring to comparative prosperity an undertaking which, but for its natural position and resources, would long since have been ruined. His difficulties, though great, do not appear by any means to be insurmountable, and it remains to be seen how he will perform the task. It must, in any case, be remembered that the condition of this and other American railway systems, as regards earnings and profits, has been, during the past twelve months, not an average, or a normal condition. They may fairly be said to have been at their worst. The state of depression whilst I was in New York was universal and extraordinary, and the same state of feeling appeared to be more or less prevalent over the whole of the country. A partial recovery only appears, since the panic of last autumn, as yet to have been established; but there can be no reasonable doubt that sooner or later commerce and manufacture will revive, traffic will increase, rates will improve, and railway interests, as well as other interests in the country, will feel the benefit. I have, in this report, freely pointed out the defects which exist, as well as the resources to be developed. In regard to the former it is only fair to add, that if other American, or even if the best of our English railways, were submitted to the same rigid scrutiny, there would be a long list of improvements which might be advantageously carried out, and of sums of money that might be properly expended. There is, to my mind, no cause for despair, but much hope for the future, in the case of the Erie Railway, if only undue competition be avoided, and good management be secured.

I remain, dear sir, yours truly,

H. W. TYLER.

☞ The Governor of Wisconsin has decided to issue to the North Wisconsin Railroad Company the patents for four hundred sections of land for the forty miles now built, reserving the question as to the additional hundred and twenty sections for further consideration. No claim is made for the last mentioned lands, however, by any company but the North Wisconsin.

☞ The Pennsylvania Railroad company announces that, on January 1, 1875, they will withdraw their equipment from and cease to operate the Sunbury and Lewistown railroad. This road, we think, has been sold under foreclosure, and is now in the control of parties who purchased at the sale. The road is 43½ miles long, has a paid up capital of $500,000, and had a funded debt at date of last report of $1,400,000.

☞ At an adjourned meeting of the Northern Central Railway Company, held in Philadelphia on the 22d inst., Mr. A. J. Cassatt, third Vice President of the Pennsylvania Railroad Co., was elected Vice President. It was decided to employ a general manager when a competent railroad man can be secured, who is familiar with the business interests of Baltimore, who will have his quarters there.

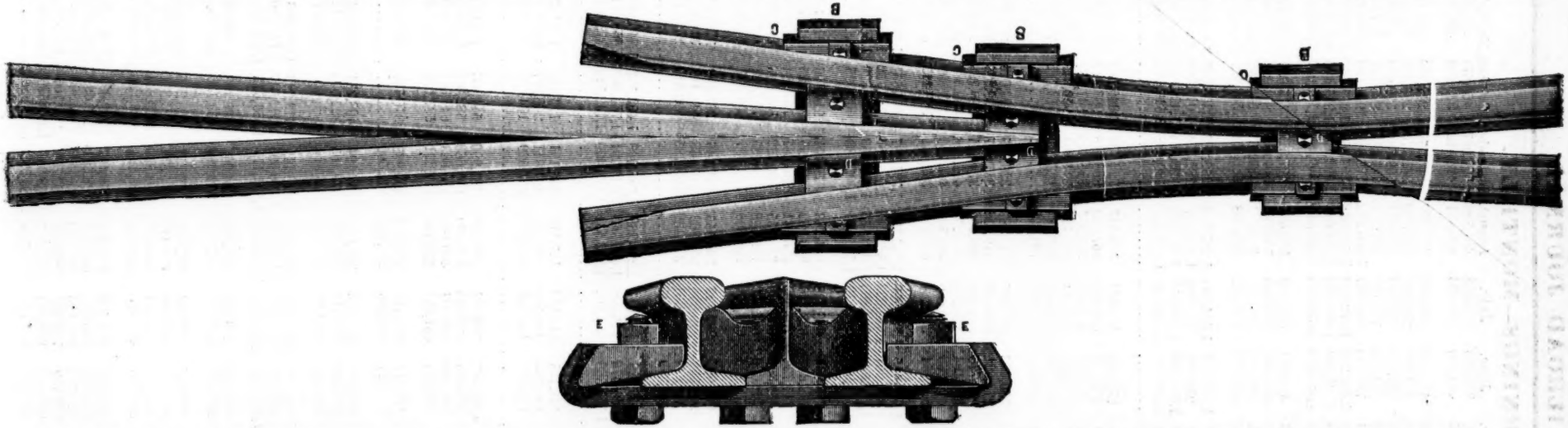
ABRAHAM BARKER, *President.* WM. WHARTON, JR., *Superintendent.*

THE IMPROVED LEWIS RAILROAD FROG,

MADE OF BESSEMER STEEL RAILS.

Manufactured by the Wharton Railroad Switch Company, Sole Owners of the following Patents:

Patent of D. D. LEWIS, Granted May 17, 1859, Extended May 16, 1873. ***Patent of E. H. JOHNSTON, Granted September 29, 1874.***



This frog, as shows in the above sketch, is made of Bessemer Steel Rails. The curve of the side rails (which belongs exclusively to the Lewis patent,) allows the easy passage of the wheel flanges through the frog without striking against them, thus avoiding any shock to the wheels, or cutting away the frog, at the angle of intersection.

This form of the side rails has been in use upon many leading railroads for years, as the advantages it gives, both in smoothness of passage, and in reducing wear of the frogs and wheels, were recognized very soon after Mr. Lewis patented his invention.

Bessemer Steel Rails are now used by us for this frog, as they have been found to give the best result in wear, and provide elasticity for the rolling stock. The only objection to their use for frogs generally, has heretofore been, that there was no suitable method of retaining the several rails firmly in their places. This is entirely overcome by the patent of E. H. Johnston, September 29, 1874.

The wrought iron clamps B. B. B., six inches wide and $\frac{7}{8}$ inch thick, extend underneath the frog, and are bent upward outside, so that when the wrought iron wedges C. C. C. are driven into position, the several pieces forming the frog are most securely held in place. The wrought iron distance pieces D. D. D. keep the proper openings for the flanges to pass through, and the vertical bolts through them add to the general strength of the frog; but the chief strength is given by means of the wedges in combination with the clamps. The wedges cannot back out by reason of the retaining bolts E. E. which pass through them and through the clamps. The arrangement is very simple and strong in all its details, and it has the further advantage of allowing any part of the frog to be easily taken out, without removing the frog from the track. The ties are placed between the clamps, where the rails rest evenly upon them, and the frog can be spiked to the ties both inside and outside, which is very desirable.

We use great care in the manufacture of these frogs, both as to workmanship and materials, and as we plane away the portion of the rails needed to make the proper fit, the steel retains its original character, and is not softened or deteriorated by any heating or forging, as is usually done to effect the same purpose.

We do not put the rails in blacksmith fire or furnace at any time in the manufacture of our frogs.

We also make our frogs longer than the usual lengths allowed, as they are much better by such increase of length.

FROGS OF ALL ANGLES FURNISHED. RAILROAD CROSSINGS OF ALL ANGLES MADE TO ORDER.

Price of Frog,	Angle 1 in 8, length 8 feet,	$62.50
" " "	1 in 9, length 9 feet,	65.00
" " "	1 in 10, length 10 feet,	67.50

Address, November 20th, 1874.

WHARTON RAILROAD SWITCH COMPANY,

Post Office Box No. 2353, Philadelphia. WORKS, 23d and Washington Avenue, Philadelphia. OFFICE, No 28 South Third Street, Philadelphia.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,889	1,285,567	1,293,957	1,037,992	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,072,750	13,938,969
1874	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000	1,314,000	.....	.....
Chicago and Alton:													
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,623	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	591,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18 694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995	.....	.....	.....
Illinois Central:													
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698 063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,069,534
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	.....	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,808
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	403,319	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850 142	1,042,516	1,063,993	1,141,938	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '74 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar. 100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,509,000	— & —	.....
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	Nov. '74 5
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Oct. '74 0
Bloesburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '74 5
Bos., Clin. & Fitchb. pref. 100	632,200	— & —	Jan. '75 3
Agricultural Br. guar.. 100	50,000	J. & D	Dec. '74 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '74 2
Boston and Lowell..... 500	2,852,900	J. & J.	Jan. '75 3
Boston and Maine..... 100	6,816,807	M. & N.	Nov. '74 4
Boston and Providence. 100	4,000,000	M. & N.	Nov '74 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '74 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '74 5
" " pref. 100	1,485,900	M. & S.	Sept. '74 5
Camden and Amboy* .. 100	5,847,800	J. A. J. O.	Jan. '75 2½
Camden and Atlantic.... 50	451,701	— & —	Oct. '74 3½
" " pref. 50	763,549	— & —	Oct. '74 7
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '74 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '74 2½
Cayuga and Susq.* 50	589,110	J. & J.	July '74 5
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '74 1
" " pref. 100	769,600	F. & A	Aug. '74 3½
Central of Georgia..... 100	4,666,800	J. & J.	July '73 5
Central of New Jersey. 100	20,000,000	J. A J. O.	Jan. '75 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '74 3
" pref..... 50	400,000	J. & D.	Dec. '74 3
Central Pacific 100	54,275,500	.....	Aug. '74 5g
Chemung* 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '74 2
Chicago and Alton..... 100	8 929,900	M. & S.	Sept. '74 5
" " pref.. 100	2,425,400	M. & S.	Sept. '74 5
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 3
Chicago, Iowa & Nebras* 100	3,916 300	J. & J.	Jan. '75 4
Chicago & N. Western. 100	14,993,060	J. & D.	Dec. '72 3
" pref. 100	21,434,113	J. & J.	July '75 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '74 4
Cin., Ham. & Dayton... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '74 2
Clev., Col., Cin. & Ind.. 100	14,991,275	F. & A.	Aug. '74 4
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '74 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.AN	Nov. '74 1½
Col., Chic. & Ind. Cen.* 100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '74 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Feb. '75 8
Concord 50	1,600,000	M. & N.	Nov. '74 5
Concord and Ports.* 100	350,000	J. & J.	July '74 3½
Conn. & Passum p Riv.. 100	2,100,000	F. & A	Aug. '74 3
Connecticut River 50	1,950,000	J. & J.	Jan. '75 5
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '74 4
Danbury and Norwalk . 50	600,000	.....	Dec. '74 1½
Delaware* 50	1,230,941	J. & J.	Jan. '75 8
Del., Lackaw. & Westn. 50	23,500,000	J.A.J. O.	Jan. '75 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	A. & O.	Oct. '74 2
East Pennsylvania* 50	1,309,200	J. & J.	July '74 3
East Mahanoy * 50	392,950	J. & J.	July '74 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*. 100	500,000	F. & A.	Feb. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '74 2½
" " pref. 50	500,000	J. & J.	July '74 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '74 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '75 4
Georgia 100	4,156,000	J. & J.	Apl. '74 4
Grand River Val.* guar. 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '74 1½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '74 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '74 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '75 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '75 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	J. & J.	July '74 2
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	July '74 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '74 4
Lake Shore & Mich. So.. 100	49,466,500	F. & A.	Feb. '75 3½
" " (guar.). 100	533,500	F. & A.	Feb. '74 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	J.A. J.O	Jan. '75 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '74 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '74 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '74 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law... 100	1,000,000	M. & N.	Nov. '74 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A	Aug. '74 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '74 5
Milwaukee and St. Paul. 100	15,399,261	J. & J.	Dec. '70 7s
" " pref..... 100	12 274,483	F. & A	Aug 74 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '74 3½
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '75 3½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '74 4
Naugatuck 100	1,881 900	F. & A.	Aug. '74 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept. '74 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '74 3½
N. Bedford 100	1,678,500	M. & N.	Nov. '74 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Apl. '74 2½
N. Haven & Northamp.. 100	605,000	J.A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Jan. '75 2½
New London Northern* 100	1,418,800	J.A. J. O.	Jan. '75 2
N.Y. Cen. & Hudson R.. 100	89,428,330	J.A. J. O.	Jan. '75 2
New York and Harlem. 100	8,500,000	J. & J.	Jan. '75 4
" " pref. 100	1,500,000	J. & J.	Jan. '75 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '74 5
N. Y., Provid. & Boston. 100	2,000,000	J.A. J. O.	Oct. '74 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J.	July '74 3
North Carolina* 100	4,600,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 473,500	January.	Jan. '74 5s
Northern Central 50	5,842,000	M. & N.	July '74 3½
Northern N. Hampsh... 100	3,068,400	J. & D.	Dec. '74 3½
Northern New Jersey*.. 100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*. 100	2,823,400	J. & J.	Jan. '75 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	July '74 3
" " pref. 100	2,000,000	A. & O.	Oct. '74 4
Ohio and Mississippi... 100	20,000,000	J.A. J.O.	.....
" " pref. 100	4,030,000	J. & D.	Dec '72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '74 3
Old Colony & Newport. 100	6,297,900	J. & J.	Jan. '75 3½
Oswego and Syracuse*. 100	482,400	F. & A.	Feb. '74 4
Pacific of Missouri..... 100	3,635,750	J.A. J.O.	Jan. '75 1½
Panama 100	7,000,000	J.A. J.O.	Jan. '75 3
Paterson and Hudson*. 100	630,000	J & J.	July '74 4
Paterson and Newark*. 100	500,000	J. & J.	.....
Paterson and Ramapo*. 100	248,000	J. & J.	Jan. '74 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '74 3
Pennsylvania 50	68,144,475	M. & N.	Nov. '74 5
Peoria & Bureau Val.*. 100	1,200,000	F. & A.	Feb. '74 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Sept. '74 3
Philadelphia & Reading 50	32,684,375	J. A. J.O.	Jan. '75 2½
" " pref.. 50	1,551,800	J.A. J.O.	Jan. '75 2½
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	Jan. '75 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '75 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J.A. J.O.	Jan. '75 1¾
" Special Imp. 100	2,000 000	J.A. J.O.	Jan. '75 1¾
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '74 3
Port'and and Kennebec. 100	616,700	J. & J.	July '74 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	Jan. '74 5
Providence & Worces... 100	2,000,000	J. & J.	Jan. '75 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *. 100	6,000,000	J. & J.	July '74 4
Roch. & Genesse Val.*. 110	557,500	— & —	.....
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	Jan. '75 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A	Aug '74 3½s
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	July.	July '73 3
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '74 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*. 100	300,000	A. & O.	Apl. '74 3½
Schuylkill Valley* 50	576,050	J. & J.	July '74 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '74 3
Shore Line* 100	995,800	J. & J.	July '74 3½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	443,700	J. & J.	July '74 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '74 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Dec. '73 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana. 100	1,988,150	F. & A	Aug. '74 5
Tol., Peo. & War. 1st pref. 100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wat. & West. pref. 100	1,000,000	M. & N.	May '74 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River.. 100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*.. 100	2,500,000	J. & D.	Dec. '72 [illegible]

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	A. & O.	Oct. '74 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '73 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac* 100	180,000	J. & J.	July '74 3
Winchester & Strasburg* 100	500,000	J. & J.	July '74 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '75 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 25	800,000	— & —	Feb. '75 6
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '74 4
Broadway (Brooklyn)... 100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '74 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	.....
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '74 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '74 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F.M.A.N	Feb. '74 2
Eighth Avenue (N.Y.)... 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark . 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	J. & J.	July '74 3½
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '74 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '74 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '74 4
Heston, Mantua & Fairm. 50	2,050,000	J. & J.	July '74 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '75 3½
Middlesex (Boston)..... 100	400,000	M. & N.	Nov. '74 3
Ninth Avenue (N. Y.)... 100	797,320	— & —	.....
Orange and Newark.... 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '74 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '74 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)... 100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '74 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '75 2
Somerville (Boston) 100	75,000	M. & N.	Jan. '75 3
South Boston 50	400,000	J.A. J.O.	Oct. '74 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '74 8
West Philadelphia..... 50	400,000	J. & J.	July '74 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '74 4
Delaware and Hudson... 100	15 000,000	F. & A	Aug. '74 5
Delaware and Raritan*. 100	5,847,400	J.A. J.O.	Jan. '75 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	9 390,350	J.S D.M.	Nov. '74 2
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	July '74 30s
" " (pref.). 50	2,888,977	F. & A.	July '74 60s
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	12,000,000	M.J. S.D.	Dec. '74 2
American Coal 25	1,500,000	M. & S.	Mar. '74 4
Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '75 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '75 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '74 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov. '74 3
Quicksilver, common ... 100	5,700,000	— —	.....
" preferred ... 100	4,300,000	— —	.....
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '74 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F.M A.N	Nov. '74 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '75 4
West. Union Telegraph. 100	35,000,000	J.A. J.O.	Jan. '75 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal . 100	1,250,000	F. & A	Aug. '64

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1874.					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	13,783,000	6	Jan. & July.	1880	118¼
.. ..coupon	4,632,000	6	" "	1880	122¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,829,150	6	Jan. & July	1881	118¼
.. ..coupon	63,492,200	6	" "	1881	122¼
Loan of Feb. 25, 1862 (5-20s).....registered	7,818,950	6	May & Nov.	1882	114¼
.. .. .. (5-20s).....coupon	112,487,400	6	" "	1882	114¼
Loan of March 3, 1863.....registered	53,643,200	6	Jan. & July.	1881	118¼
.. ..coupon	21,356,700	6	" "	1881	122¼
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	110¼
Loan of June 30, 1864 (5-20s).....registered	25,037,750	6	" "	1884	110¼
.. .. .. (5-20s).....coupon	33,008,450	6	" "	1884	115¼
Loan of March 3, 1865 (5-20s).....registered	33,758,300	6	May & Nov.	1885	116¼
.. .. .. (5-20s).....coupon	118,776,050	6	" "	1885	118¼
.. .. 2d series (5-20s).....registered	57,120,000	6	Jan. & July.	1885	117¼
.. .. .. (5-20s).....coupon	145,543,100	6	" "	1885	121
.. .. 3d series (5-20s).....registered	88,051,900	6	Jan. & July.	1887	118¼
.. .. .. (5-20s).....coupon	222,570,850	6	" "	1887	122¼
.. .. 4th series (5-20s).....registered	14,002,500	6	Jan. & July.	1888	116¼
.. .. .. (5-20s).....coupon	23,471,500	6	" "	1888	120¼
Loan of March 3, 1864, (10-40s)....registered	141,262,150	5	Mar. & Sept.	1904	114¼
.. .. .. (10-40s).....coupon	53,305,150	5	" "	1904	115¼
Consols of July 14, '70 & Jan. 20, '71.registered	193,017,700	5	F. M. A. & N.	1881	113¾
.. .. coupon	164,680,200	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Debt matured and without interest.....(var.)	18,446,030	...	....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	118
United States Notes	382,075,267	nil.	.....	.....	...
Fractional Currency.....	47,385,698	"	.....	.....	....
State Securities, latest dates.					
Alabama—($11,258,836):					
.. Bonds (old and extended), 1866 and '72...	3,230,800	5	May & Nov.	'83-'92	36
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	52
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....
.. Railroad endorsements.....	16,386,000	8	" "	'90-'91	....
Arkansas—($ 0,885,000):					
.. Funded Bonds, ($4,400,000) 1869 and 70.	2,850,000	6	Jan. & July.	'99-'00	20
.. Levee Bonds, 1871.....	2,200,000	7	" "	1891	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7
California—($3,796,500):					
.. Civil Bonds 1857 and '60	1,689,000	7	Jan. & July.	'77-'80	114
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....
.. State Capitol Bonds, 1871 and '7	500,000	7	" "	'91-'92	....
.. Funded Debt of 1873.....	1,497,500	6	" "	1893	....
Connecticut—($5,095,900):					
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	103¼
.. War Loan, (20 yrs) of Jan. 1863 and '64.	2,232,500	6	" "	'83-'84	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....
.. Railroad Aid (J. and Breakwater R. R.).	352,000	6	" "	1885	....
District of Columbia—($4,790,000):					
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....
Florida—($6,645,763):					
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	" "	1903	....
Georgia—($14,871,084):					
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	79
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug	'78-'86	....
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	91
.. Bonds (gold) of Sept. 1870	2,098,000	7	April & Oct.	1890	78
.. Bonds of Feb. 19, 1873	1,200,000	8	" "	'75-'86	....
.. Railroad endorsements.....	7,923,000	var	Various.	var.	83
Illinois—($2,060,150):					
.. New Internal Improvement Bonds, 1847	962,445	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	320,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	....
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	...
Indiana—($4,898,815):					
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	....
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....
Iowa—($543,056):					
.. War and Defense Fund Bonds, 1861....	300,000	7	Jan. & July.	.....	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	" "	'76-'89	....
Louisiana—($22,308,800):					
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	28
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	....
.. Levee Bonds, 1870	2,960,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	2,950,000	6	May & Nov.	1910	....
.. State Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'11	....
.. Bonds for Railroads (var.)	5,202,000	8	Various.	'99-'10	....
.. Miss. & Mex. Gulf Ship Canal Bonds...	480,000	7.3	Mar. & Sept.	1889	....
Michigan—($1,622,134):					
.. Sault Ste Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102
.. Renewal Loan Bonds, 1858.....	105.000	6	" "	1878	103¼
.. Two Million Loan, 1863...	1,082,000	6	" "	'73-'83	....
.. War Bounty Bonds, 1865..... :	366,000	7	May & Nov.	1890	....

	Amounts outstanding.	Interest. Rat	Interest. Payable.	Pay-able.	Market Price.
Maine—($7,138,400):					
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Maryland—$10,741,215):					
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890	80
.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	102
.. Bonds to Balt. & Susq. R. R.....	269,000	3	" "	1890	...
.. Defense and Bounty Bonds	3,072,083	6	Jan. & July.	1883	105
.. State Loans, 1870 and 1872	799,056	6	" "	'85-'87	...
Massachusetts—($28,477,804):					
.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109¼
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	558,000	5	" "	1883	....
.. Bounty Loan Bonds, 1863 and 1864.....	8,576,244	5	May & Nov.	'83-'94	101¼
.. War Loan (currency).....	999,344	5	Mar. & Sept.	1888	102¼
.. Railroad and Tunnel Bonds..... .	10,305,552	5	April & Oct.	'88-'93	....
.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877	....
.. B., H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Minnesota—($250,000):					
.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Missouri—($18,747,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	98
.. State (funding) Bonds, 1867-68	2,727,000	6	" "	'87-'88	....
.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74-'86	....
.. Railroad Bonds, guaranteed 1856-'66....	1,589,000	7	" "	'76-'91	101¼
.. State Institutions Loans.....	1,301,000	6	" "	var.	93¾
New Hampshire—($3,914,165):					
.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101¼
.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	....
New Jersey—($2,696,300):					
.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02	105¼
New York—($36,530,400):					
.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. State (Deficiency) Stock of 1838.....	900,000	5	" "	1875	110
.. State (Deficiency) Stock of 1838.....	800,000	6	" "	1878	....
.. State (Deficiency) Stock of 1838.....	348,107	5	" "	pleas.	....
.. State (Deficiency) Stock of 1838.....	1,189,781	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	111,200	4	" "	'72-'73	....
.. Canal Stock.....	10,135,260	6	" "	'74-'77	....
.. Bounty Loan registered	19,861,000	7	Jan. & July.	1877	108¼
.. Bounty Loan coupon.....	1,200,000	7	" "	1877	108¼
North Carolina—($29,547,045):					
.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	23
.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	20¼
.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	21
.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	12¼
.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'00	....
.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'00	17
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	7¾
Ohio—($8,211,062):					
.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Loan of 1850, sinking fund.....	1,585,900	6	" "	1875	....
.. Loan of 1860, sinking fund.....	4,074,817	6	" "	1881	106
.. Loan of 1856, sinking fund.....	2,400,000	6	" "	1886	106
Oregon—($290,477):					
.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
Pennsylvania—($24,999,785):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	...
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103¼
.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Loan of April 1853, coupon	238,000	5	" "	1878	....
.. Loan of April 1861, registered.....	35,000	6	" "	1878	....
.. Loan of Feb. 1867, reg. and coup.....	907,200	5	" "	'74-'82	....
.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	" "	'74-'82	....
.. Chambersburg certificates, registered...	83,032	6	June & Dec.	1876	....
.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,500):					
.. War Bonds of 1862	1,019,000	6	Mar. & Sept.	1882	....
.. .. of 1863	205,000	6	April & Oct.	1883	....
.. .. of 1863	668,000	6	Jan. & July.	1893	....
.. .. of 1864	746,000	6	Feb. & Aug.	1894	....
South Carolina—($20,650,235):					
.. State House, Stock and Bonds '56-'63...	953,488	6	Jan. & July.	pleas.	27
.. Fire Loan Stock of 1838.....	303,344	6	J. A. J. & O.	1870	....
.. Funding Stocks 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868	....
.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86	....
.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'74-'78	....
.. Funding Bonds, 1868.....	930,000	6	" "	'87-'97	....
.. .. 1869.....	1,681,000	6	April & Oct.	1888	....
.. .. 1869.....	1,189,400	6	Jan. & July.	1888	25
.. .. 1869.....	2,030,000	7	" "	1888	....
.. Conversion Bonds 1869.....	7,666,500	6	" "	1888	....
.. .. .. 1870.....	343,000	6	April & Oct.	1889	....
.. Railroad Aid Bonds.....	4,797,908	6	Various.	'69-'89	....
Tennessee—($20,966,382):					
.. Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00	75¾
.. State Bonds (direct)	4,819,544	6	April & Oct.	'69-'99	....
.. State Endorsements	2,197,000	6	Jan. & July.	1900	....
.. Funded Interest Bonds	4,598,035	6	" "	1914	76¼
Texas—($3,715,979):					
.. Frontier Protection (gold) Bonds, 1870..	700,000	7	Mar. & Sept.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	" "	1876	76
.. State Bonds.....	197,000	6	Jan. & July.	'76-'91	....
.. Railroad Aid Bonds.....	1,753,317	6	" "	var.	...
Vermont—($225,500):					
.. War Loans of 1864, '63 and '68	225,500	6	June & Dec.	'74-'78	....
Virginia—($45,718,112):					
.. Funded under act of 1871.....	20,278,730	6	Jan. & July.	long.	39
.. Funded under act of 1872.....	1,754,747	6	" "	"	....
.. Sterling Bonds	2,727,562	5	" "	"	....
.. Deferred (W. Va.) certificates.....	15,239,370	6	" "	"	12

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$ 940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds for $1,200,000.	450,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	108
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	102½
3d Mortgage	434,000	7	May & Nov.	" "	1881	106
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,889,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	83
American Central:						
1st Mort., guar. by C., B. & Q.	736,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage ($12,000 p. m.)	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....
2d Mortgage for $1,200,000	700,000	7*	April & Oct.	New York.	1893	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,042,500	7*	Jan. & July.	New York.	1899	61½
Land Grant Mortgage (gold)	3,521,000	7*	April & Oct.	Boston.	1900	64½
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consolidated Mortgage (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	25
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64
Atlantic and Great Western:						
1st Mortgage (gold)	14,414,980	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	8,707,200	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,790,214	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....
Sectional (S. A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,826,500	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	1,958,000	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,189,000	6*	Jan & July.	" "	1888	....
1st Mort. (Central Div.) gold	1,189,500	6*	May & Nov.	" "	1891	....
Equipment Bonds	674,000	10	June & Dec.	" "	1883	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Augusta and Savannah:						
1st Mortgage	129,500	7	.....	Savannah.	....	....
Avon, Geneseo & Mt. Morris (Erie):						
1st Mortgage	20,000	7	Jan. & July.	New York.	1883	....
Bald Eagle Valley:						
1st Mortgage	360,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	857,250	6	Jan. & July.	Baltimore.	1875	102½
Loan of 1850-'80	579,500	6	" "	"	1880	102¾
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	101½
Loan of 1855-'90 (Balt.) skg fd.	3,461,146	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,620,320	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,498,016	6*	" "	"	1902	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	96
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60[illegible],000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	..... "	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	306,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	88
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	85½
Bingham, Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1903	....
Blue Ridge, (S. Car.):						
1st Mort., guar. by State (gold)	$ 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Albany loans (Alb. & W. Stkbge.)	106,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99¾
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	"	1892	106
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84¾
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	168,000	7	" "	"	1890	....
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	91¾
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6a7	Jan. and July.	Boston.	1889	....
1st Mortgage (22½ m.) convertible	150,000	6	" "	"	1875	....
1st Mortgage (22½ m.) "	200,000	6	" "	New York.	1875	....
Consol. Mortgage for $2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	103
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	40
Mass. L. (sec'r'd by $1,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	104½
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	2,000,000	7	May and Nov.	Boston.	1893	105
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	May and Nov.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	100
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86½
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	.....	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	49
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	101½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	Boston.	1875	100¾
Stock Bonds pref. 3d lien	566,000	8	" "	"	1878	....
Stock (common) Bonds	340,000	8	April & Oct.	N. Y. & Bost.	1879	104
Stock (common) Bonds	356,500	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	430,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
Bonds convertible until 1882	528,947	8	" "	Boston.	1883	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California and Oregon (Cen. Pac.):						
1st Mortgage (gold)	6,000,000	6*	Jan. & July.	New York.	'89-'91	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	" "	....	....
Camden and Amboy:						
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	101
Loan of 1883	1,700,000	6	Feb. & Aug.	"	1883	105
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	91
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	101
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	100½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	70
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	Cape Gir'deau	1891	....
Cape May and Millville:						
2d Mort, guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	1,500,000	6*	Jan. & July.	New York.	1923	...
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	98½
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	299,850	5	May and Nov.	"	'88-'89	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	56
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....
General Mort. for $5,000,000	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	925,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
Convertible bonds of 1872	3,612 700	7	May & Nov.	New York.	1902	103¼
1st Mort.(New)for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	109¼
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(asu'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....
Consol. Mort. for $25,000,000	5,000,000	7	" "	New York.	1899	103¼
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	94
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	96¼
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	....
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	101
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	899	88
1st Mort. (Calif. & Oregon) gold	7,066,000	6*	" "	" "	892	85
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	890	....
1st Mort.(San Joaquin V.D.)gold	6,030,000	6*	April & Oct.	New York.	1900	82¾
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	15½
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	"	1887	62
Income and Extension Bonds	1,008,600	8	May & Nov.	"	1902	....
Equipment Mort. (Vt Central).	1,000 000	8	" "	"	'76-'77	56
Equipment Mort. (").	1,000,000	8	" "	"	1889	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	" "	"	1891	61¼
Missisquoi R.R.(" ")	500,000	7	Jan. & July.	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	...
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	47
1st Mort. Extension.(cou. or reg)	2,124,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,557	8	" "	" "	1877	...
Cheshire:						
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	'75-'80	93¼
Chester Creek (Phil. &Balt.Cent.):						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	110,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	107¼
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	100¼
Consol. Bonds (£200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	97
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	" "	1900	89
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan & July.	New York.	1883	114
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	101¼
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	" "	1879	98½
1st Mort. (Dix., Peo. & Han)guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	Boston.	1890	101
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	" "	"	1879	....
1st Mort. (O., O. & Fox Rv.)guar.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
1st Mort. (Peo. and Han.) guar.	600,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	800,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	" "	Frankfort.	1890	....
Chicago and Canada Southern:						
1st Mortgage	2,500,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q.	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	40
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee Railway:	$					
1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93½
Chicago and Mich. Lake Shore:						
1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage	1,330,000	8	May & Nov	"	1891	....
1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	77
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	...
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	80
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	...
1st Mort. (St. Paul Division.)	4,000,000	7o	" "	" "	1902	84½
1st Mort. (Iowa and Dak. Div.)	1 008,000	7	" "	" "	1870	72½
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mort. (")	1,315,000	7 3	" "	" "	1898	93
1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	....
1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	" "	....	72
Income bonds(Mil. and St.Paul)	20,000	7	April & Oct.	" "	....	....
Milwaukee City Loan	230,500	7	March & Sept.	" "	1873	....
1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds	245,000	10	June & Dec.	" "	1883	....
Consol. Mort. for $35,000,000	.....	7	Jan. & July.	" "	1904	.
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1 242,700	7	Feb. & Aug.	New York.	1885	103½
General 1st Mortgage (193 m.)	3 588,000	7	" "	" "	1885	99
Funded coupons (193 m.)	743,300	7	May & Nov	" "	1883	99
Appleton Ext. (23 m.& 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	282 000	7	" "	" "	1885	...
1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	104½
2d Mort. (Gal. & Chi. U) 248 m.	854,000	7	May & Nov.	" "	1875	101½
Elgin and State Line	128,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	190,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	331,000	7	March & Sept.	" "	1898	..
Consol. skg fund (C.& N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	90
General Consol. Gold Bonds	8,995,000	7*	June & Dec.	" "	1902	81¾
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	97 500	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,642,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar	306,000	7	" "	"	1888	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. &N. Pac. Air-L.)	25,000pm	7*	June & Dec	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	. ..
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	..
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund	9,000,000	7	Jan. & July.	New York.	1896	108½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	..
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	400,000	8	June & Dec.	" "	1877	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	. ..
Cinc.,Rich.& Ft.Wayne(G.R.&I.):						
1st Mortgage gold, guar	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage	1,072,300	7	June & Dec.	New York.	1890	69¾
1st Mort. (San., Day. & Cin.)S.F.	990,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage	411,000	7	.....	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,700,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	271,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.)	453,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000	.....	7	.....	" "	....	....
Clev.& Mahoning V.(A.& Gt.W.):						
3d (now 2d)Mort.(skg fund) 1856	487,900	7	March & Sept.	New York.	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Cleveland and Pittsburg (Pa.Co.):						
3d (now 2d) Mortgage guar	1,252,000	7	May & Nov.	New York.	1875	100½
4th (now 3d) Mortgage guar	1,096,000	6	Jan. and July	" "	1892	97
Consol. sinking fund guar	1,499,000	7	May & Nov.	" "	1900	102¾

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Mt. Vernon and Delaware:	$					
1st Mortgage gold	1,300,000	7*	Jan. & July.	New York.	1900	....
2d Mortgage	1,000,000	7	" "	" "	1902	...
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	106
2d Mortgage (" ")	860,000	7	April & Oct	" "	1886	100
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,333,000	7	April & Oct.	New York.	1908	68
2d Mortgage skg fund	3,747,000	7	Feb. & Aug.	" "	1909	28
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	" "	'93-'95	68
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
Income conv. (")	2,554 000	7	Feb. & Aug.	" "	1890	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" "	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74.024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	...
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	469,100	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	603,500	7	April & Oct.	Boston.	1893	96
1st Mortgage sinking fund	296,500	6	June & Dec.	"	1876	....
Coupon Notes	634,000	7	" "	"	'76-81	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	96
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	931,000	6	March & Sept.	Philadelphia.	1.2.3.4.	91
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	100,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870-'72	400,000	7	" "	" "	'90-'92	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40
2d Mortgage	300,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage	2,000,000	7*	April & Oct.	New York.	1909	...
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar	441,000	7	March & Sept.	"	1887	....
3d Mortgage, guar	356,000	7	April & Oct	"	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	"	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	189,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (")	463,000	6	" "	"	1895	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	Apr. and Oct.	New York.	1875	103
2d Mortgage	1,633,000	7	March & Sept.	" "	1881	105
Convertible Bonds	5,000,000	7	June & Dec.	" "	1892	106
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	....
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage, (coupon) guar	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	....
1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	" "	1880	....
Detroit&Milwaukee(Gt.W.of Ca.):						
1st Mortgage, (D.& M.R.'y)	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866	1 702,317	6-7	Jan. & July.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100½
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July	Philadelphia.	1885	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	102
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	89½
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	Jan. and July.	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1867-'87	890,000	7	March & Sept.	"	1887	92½
Loan of 1868-'88	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	500,000	6	May & Nov.	"	1889	....
Loan of 1872-'82	1,558,000	7	various.	"	1882	89½
Loan of 1873-'93	878,900	6	March & Sept.	"	1893	....
New Bonds	1,000,000	7	— & —	"	1892	....
Sterling Sink. Fd. Bonds	3,000,000	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	60
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York	1897	103½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	100
3d Mortgage	4,582,000	7	" "	" "	1883	100
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	709.500	7	June and Dec.	" "	1888	98
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY & London.	1920	....
2d Consol. Mort. for $40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Long Dock Co's. Mortgage	3,000.000	7	" "	New York.	1893	101
Convertible bonds	10,000,000	7*	April & Oct.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren &Prov.(B&P):						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $500,000	.....	7	.....	Boston.	1894	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York.	1887	....
1st Mort. skg.fd.(H., W.& Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan	280,405	6	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,000,000	7	.....	" "	....	....
1st Mort. (Cent. R. R. Exten.).	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1 500,000	8	Jan. & July.	New York.	1889	...
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	" "	"	1898	....
Framingham and Lowell:						
1st Mortgage	500,000	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	948,000	7	May & Nov.	" "	1875	101½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	....
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	June & Dec.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	608,000	7	Jan. & July.	Augusta	'74-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold,	3,224,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	91¾
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	...
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	81
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	65
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	...
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	....
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Fifteen years' bonds (277 m.)	2,714,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	Brpt. & Best.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,479,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2 500,000	7*	" "	" "	1903	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage, sinking fund	1,794,000	7	June & Dec.	New York.	1885	105
3d Mortgage	159,000	7	May & Nov.	" "	1875	99½
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	98½
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	45
Illinois Central:						
Construction bonds, cur. skg f'd.	2,742,000	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Sterling Bonds, Sinking Fund	5,000,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Morigage guaranteed	960,000	8	April & Oct.	Boston.	1890	101
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July	New York.	1901	...
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct	New York.	1909	50
1st Mortgage Extension gold	2,000,000	7*	Jan. & July	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040 000	7*	April & Oct.	New York.	1911	70
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous.&Gt.N.RR.)	4,211,000	7	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind.& Cin.) of 1858	1,600 000	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C.& L.F.) of 1867	2,792,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") of 1869	1,701,000	7	June & Dec.	" "	1899	....
1st Morigage (Cin. & Indiana.)	499,000	7	" "	" "	1882	...
2d Mort. guar. (" ")	1,496,000	7	Jan. & July.	" "	'77-'87	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L.&L.M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
2d Mortgage "	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	...
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	86
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	...
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar	1,450,000	8	Jan. & July.	New York.	1885	93¾
1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	" "	1890	....
2d Mortgage guar	289,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	18,000pm	8	" "	" "	1891	94½
Jacksonville, South West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1892	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	468,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	84,000	7	" "	" "	1889	...
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	.....	7*	Jan. & July.	New York.	1913	...
1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	" "	1912	...
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	336,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	94½
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	94¾
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo.& CB, 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv	887,000	8	March & Sept.	" "	1890	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4.063 000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Kentucky and Great Eastern:						
Bonds for $2,200,000....	15,000pm	7*	Feb. & Aug.	New York.	1892	....
Keokuk and Des Moines:						
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	258,720	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(T W&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(T W &W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage....	300,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	500,000	7	Jan. & July.	" "	1902	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Registered.	4,280,000	7	J. A. J. & O.	" "	1900	99¼
Consol. Mort., S.F., Coupon....	1,209,000	7	Jan. & July.	" "	1900	103
2d Consol. Mort. for $25,000,000.	.....	7	June & Dec.	" "	1903	91¼
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,498,000	7	" "	" "	1899	98¼
Reg. Mort. (Clev.,Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	101
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	105¾
2d Mort. (" ")	2,692,000	7	" "	" "	1877	100¼
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106
2d Mort. (" ")	860,000	7	April & Oct.	" "	1886	100
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	3,000,000	7	April & Oct.	" "	1898	100
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	100¼
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	94¾
1st M. (Jamestown & Franklin)	468,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	NY.-Bost.-Ph	1900	43¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,147,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	106¾
General Mort. for $40,000,000...	5,000,000	6*	June & Dec.	London.	1923	....
Lewisb. Centre & SpruceC.(P& E):						
1st Mortgage..... , ...	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500.000	6	Jan. & July.	Cincinnati,	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	10
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1900	9¾
Little Rock,Pine Bl, & N.Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	90
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia,	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage,.....	4,300,000	7	Feb. & Aug	New York.	1900	89
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	326,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. &Clarksv.Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol.M.for $8,000,000(392 m.).	6,814,000	7	April & Oct.	" "	1898	87
Louisville Loan..... ...	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	..
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end.by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct.Mort. end. by Ga.RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free.....	756,800	7*	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. &Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset &Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	88
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	105
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	94¾
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82¾
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette,Houghton&Ontonagon:						
Income Bonds (Marq. & Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
1st Mortgage (")..	1,760,000	8	" "	" "	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,814,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort, (E .Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	111
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	101¾
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	102¼
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	105
2d Mort, " "	2,692,000	7	" "	" "	1877	100¼
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul.						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	320,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St.L. (L.Sup.& M.):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent.(N.O.St.L.&Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,70[illegible],500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage.....	680,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan.....	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,223,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	....
Additional Consol. Mort.....	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.....	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	50
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage.....	300,000	8	" "	New York.	1889	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	...
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling.....	5,732,000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,532,000	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds.....	769,920	6*	" "	London.	1883	....
Tennessee Subsidy Bonds.....	1,685,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	...	....
2d Mortgage.....	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 3 per cent. bonds...	847,975	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	108
2d Mortgage guar.....	3,000,000	7	Feb. & Aug	" "	1891	103½
Convertible bonds.....	353,600	7	Jan. & July.	" "	1900	95
Construction bonds of 1871.....	640,000	7	April & Oct.	" "	1889	100
General Mortgage.....	2,975,000	7	" "	" "	1901	....
Special "	1,029,000	7	.....	" "	....	....
Nashville, Chattanooga & St.Louis:						
1st Mort., endorsed by Tenn....	1,450,000	6	Jan. & July.	New York.	'74-'83	86
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	5,800,000	7	" "	"	1913	....
Nashville and Decatur(L.& Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage.....	103,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....
New Issue for $360,000.....	285,000	7	" "	"	1894	103½
Newburyport:						
1st Mortgage.....	300,000	...	.....	.....	....	....
New Haven and Derby:						
1st Mortgage.....	525,000	7	Various.	New Haven.	'93-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	880,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage....	2,000,000	7	May & Nov.	New York.	1889	...
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000....	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern(Cen. Vt.):						
1st Mortgage.....	800,000	6	April & Oct.	New York.	1885	....
2d Mortgage.....	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O.,Jack.&Gt.N. (N.O.St.L.&C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000.....	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.&H.C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	98
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.&N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	94
Bonds for Real Estate (")	162,000	6	" "	" "	1883	98½
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	97½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	108
3d Mort. (").....	159,000	7	May & Nov.	" "	1875	....
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,994,000	7	Jan. & July.	" "	1903	114
1st Mort., reg'd }		7	" "	" "	1903	112
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	...
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	...
Consolidated Mort. of 1872.....	6,822,000	7	May & Nov.	" "	1900	109
N. York, Housatonic & Northern:						
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	...
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000.....	2,500,000	7*	Jan. & July.	New York	1902	...
New York, N. Haven & Hartford:						
1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100½
1st Mort. (Harlem & Portchester)	1,000,000	7	.....	" "	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1.000,000.....	827,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops,NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	225,500	8	" "	"	1899	....
North Missouri (St.L.,K.C. & N.):						
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1895	86½
North Pennsylvania:						
1st Mortgage.....	2,159,500	6	Jan. & July.	Philadelphia.	1885	103½
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	103½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105½
General Mortgage.....	436,500	7	Jan. & July.	"	1903	....
North Shore (Flush.,N.S. &Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage Coupon.....	2,500,000	6	Jan. & July.	Baltimore.	1885	95½
3d Mortgage Coupon.....	1,223,000	6	April & Oct.	Phila. & Balt.	1900	87
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Income Mortgage conv.....	1,000 000	7	April & Oct.	Harrisburg.	1880	....
Income Mort. coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Consol. Mort. coupon.....	2,520,000	6*	" "	Baltimore.	1900	94
Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Mort. S. F.....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6	Jan. & July.	Boston.	1877	....
Construction Bonds.....	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	88½
Sinking Fund Bonds.....	468,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	98
Consolidated S. F. Mortgage....	3,556,000	7	" "	" "	1898	97½
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	80½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.).....	580,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	" "	1882	....
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	" "	1888	55

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	99¾
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¼
New Bonds for $3,000,000	1,192,000	7	March & Sept.	"	1894	105
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	...
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	85
Orange, Alex. and Manassas—See Wash. C., Va. Mid. & Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (B.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,241,000	8	Jan. & July.	N.Y. & Bost.	1900	99
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	90
2d Mortgage sinking fund	2,873,000	7	Jan. & July.	" "	1891	81¼
Income Bonds	1,134,600	7	" "	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	72
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	" "	1887	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £597,800	2,889,330	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	104
2d Mort (" ")	2,588,600	6	April & Oct.	"	1875	101
2d M. stg (" ")	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	98
Consolidated Mortgage	8,245,000	6*	Jan. & July.	London.	1905	....
State lien for $7,500,000, skg f'd	5,401,675	5	April & Oct.	Philadelphia.	'74-'90	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	April & Oct.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	103¾
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	84
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	...
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,600,000	7	Apr. and Oct.	Philadelphia.	1877	....
1st Mortgage	5,000,000	6	" "	"	1881	92¼
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	87¼
General Mort. for $20 000,000	7,252,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1868	1,138,900	6	Jan. & July.	Philadelphia.	1893	80
Mort. Loans of 1843-44-48 & 49.	1,521,900	6	" "	"	1880	101¼
Mortgage Loan of 1868	2,700,000	7	Apr. and Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	105
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105¼
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	668,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	332,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	6,600,985	7	Jan. & July.	"	1893	105¼
New Improvement Mort. Loan.	6,631,615	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	10,000,000	6*	" "	" "	1899	....
Mort. (Coal and Iron Co.) guar.	13,413,600	7	May and Nov.	" "	1892	....
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884¾	96¾
Loan of 1866	400,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	....
Loan of 1872	500,000	6	" "	" "	1892	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	74¼
2d Mortgage	5,000,000	7	April & Oct.	Philadelphia.	1913	....
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	75
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	111
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	...
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	111,000	7	May & Nov.	Philadelphia.	1876	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
Equipment bonds	1,000,000	8	March & Sept.	"	1879	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	...
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	85¾
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	...
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	...
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	2,300,000	6*	May & Nov.	N.Y. & Bost.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	357,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	350,000	7	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	470,000	7	May & Nov.	Boston.	1893	...
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	72
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	105
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	...
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	68
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	9,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1880	....
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	" "	1891	....
Consol. Mort. conv. till 1879	2,000,000	7	Apr. and Oct.	" "	1904	....
Rutland (Cen. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	62¼
General Mort	1,500,000	8	May and Nov.	"	1902	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	103
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New. York.	1892	93
2d Mort. (" ")	4,622,000	7*	May & Nov.	" "	1897	71
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	86¾
New Mortgage	3,000,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
1st M. (W.Line) R.R. & Lands	3,000,000	7*	May & Nov.	London.	....	....
2d M. (W.Line) R. R. & Lands	9,000,000	7*	" "	"	....	....
1st Mort. (St. Paul and Pac.)l.g.	15,000,000	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,309,743	7	Jan. & July.	New York.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany& Gulf (A &G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (LS& MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
Sioux City and Pacific:						
1st Mortgage gold	1,628,000	6*	Jan. & July.	Boston.	1898	..
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S.Treasury.	1898	....
Somerset & Kennebec(Me.Cent.):						
1st Mortgage gold	260,000	7*	June & Dec.	Boston.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	857,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,100,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	175,000	6	April & Oct.	Boston.	'80-'81	....
South Side, Va.(A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
1st Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,240,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	..
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	345,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	Boston.	1887	....
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Swedesboro (West Jersey):						
1st Mortgage, guaranteed	200,000	6	June & Dec.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	81
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	69
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	45
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	87½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	81
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	72
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	67
2d Mort. Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	64
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	...
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	65
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	..
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	50
Consol. 2d mort. gold	2,186,000	7*	Feb and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (G) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	89,700	7	Jan & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1962	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,215,000	6G	Jan. & July.	N. Y. & Bost.	'96-'99	93¾
1st Mort. Land Grant	8,578,000	7	Apr. and Oct.	" "	1887	90
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	80
Omaha Bridge B'ds, stg £500,000	2,500,000	8G	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6G	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6G	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	5G	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6G	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	Philadelphia.	1875	101
Sterl'g S.F. £262,000 (C. & Am.)	1,310,000	6G	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	95
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	91
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	101
Loan of '75 (N.J. R.R. &T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....
Loan of '78 (" " ")	450,000	6	" "	" "	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y.& Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000pm	7G	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	96¾
Convertible bonds, tax free.....	200,000	7	" "	"	1879	103½
Convertible bonds.....	150,000	7	" "	"	1885	103½
Vicksburg and Meridian:						
General Mortgage { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
2d series (blue).....	850,000	7	" "	"	1890	....
3d series (black).....	138,000	7	" "	"	1890	....
4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y.&Lynch.	1884	80
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	78
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)....	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7G	Apr. and Oct.	New York.	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9G	May and Nov.	New York.	1893	....
Wash'gton City,Va. Mid. &Gt.So.:						
1st Mort. (O., Alex. &Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	81½
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88¾
2d Mort. (" ")	1,200,000	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	76
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	68
Funded Coupons (do.)	722,664	...	.....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000.....	208,000	7G	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	105
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	76
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	....
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	83½
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	92
2d Mortgage preferred.....	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	99
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6G	Jan. and July.	New York.	1899	88
Western Union (Chi.,M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. byC.&A.	400,000	6	March & Sept.	Camden.	1883	85
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro')guar...	200,000	6	" "	Camden.	....	....
2d Mort. (Cape May &Millville)	405,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7G	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7G	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	63½
2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	17
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6G	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7G	May and Nov.	"	1886	....
Sinking Fund gold, Bonds.....	749,000	7G	Jan. and July.	New York.	1896	95
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. &Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
2d Mortgage $12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7G	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	2,931,000	7G	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	75,000	6	" "	"	1881	....
Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,375,000	5G	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. regis- { 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
tered. { 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	107
3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	107
Debentures Sterling.....	3,000,000	6G	" "	London.	1875	....
Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92¾
Convertible Bonds.....	692,100	6	" "	"	1882	....
Convertible Loan, gold	856,000	6G	March & Sept.	"	1894	103½
1st Mortgage, registered	5,566,277	6	J. A. J. & O.	"	1884	98½
1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	98
Mortgage (equip.) Loan, gold...	4,916,500	6G	June & Dec	"	1897	97½
Consolidated Mortgage.....	199,000	6	.....	"	1911	....
Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	188	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	80
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'07	....
Plain Bonds.....	47,733	6	" "	"	1876	....
Improvement bonds.....	260,000	6	May and Nov.	"	1880	87
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	621,600	7	" "	"	1915	88½
Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	78
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	73½
3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,810	6	" "	" "	1894	....
Union:						
1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	" "	"	128	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years Owning.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1873	60.0	—	2.5	125.0	3	4	3	56	Adirondack ..... New York.	3,113,515	*	3,543,241	.....	3,763,000	940,000	1,963,756	—	60.0	71,936	29,902	30,012	160,425	22,801	—	100	....
Sept. 30, 1873	81.3	—	5.8	—	13	10	2	113	Alabama Central ¶ ..... Alabama.	3,600,000	*	—	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	350,000	95,000	—	100	....
Dec. 31, 1873	296.0	—	14.8	—	20	20	5	600	Alabama and Chattanooga..... Alabama.	10,500,000	*	—	.....	2,700,000	8,500,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1873	142.0	—	165.7	—	68	33	12	1,890	Albany and Susq. ¶ (D. & H.).. New York.	10,317,910	*	—	.....	5,000,000	4,621,000	706,519	.....	142.0	810,519	371,410	631,917	1,672,319	410,877	7	100	99
Dec. 31, 1873	132.0	130.5	16.7	—	73	29	10	1,909	Allegheny Valley¶ ..... Pennsylvania.	12,332,709	—	.....	.....	2,256,400	7,434,000	1,280,691	—	132.0	.....	861,239	1,778,638	2,628,471	784,026	—	100	....
Oct. 31, 1873	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.)..... Pennsylvania.	1,078,439	—	—	.....	568,744	—	649,132	—	—	—	—	.....	—	—	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	3	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	62.5	—	6.9	—	—	—	—	—	Ashtab. Youngst'wn & Pitts. (Pa. Co.). O.	3,300,000	—	—	.....	1,800,000	1,500,000	.....	—	—	—	—	.....	—	—	—	100	....
Dec. 31, 1873	150.0	—	8.1	—	5	6	...	164	Atchison and Nebraska..... Kan. & Neb.	7,500,000	*	.....	114,000	3,750,000	3,750,000	114,000	—	150.0	.....	.....	.....	385,237	139,955	—	100	....
Mar. 31, 1873	469.3	27.5	30.9	—	38	23	7	778	Atchison, Topeka & Santa Fe..... Kansas.	20,593,233	1,714,307	1,481,420	1,023,087	8,615,000	10,096,500	3,814,785	222,545	282.9	.....	.....	.....	1,172,013	423,803	—	100	8½
Feb. 28, 1874	266.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶. Ga. N.C. & S.C.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	*	153,132	463,446	1,232,200	83,000	330,577	68,446	87.0	.....	54,361	62,485	314,233	69,553	8	100	....
June 30, 1874	387.5	35.8	83.8	—	170	39	25	2,749	Atlantic and Great West. N.Y. Penn. & O.	83,816,243	*	19,545,999	2,906,967	34,671,548	66,858,180	4,739,481	—	604.8	5,676,446	1,030,722	2,852,036	5,099,674	1,138,886	—	100	....
Dec. 31, 1873	236.0	109.0	15.6	162.0	26	19	10	424	Atlantic and Gulf ¶ ..... Georgia.	7,717,971	*	.....	.....	3,479,677	3,526,700	353,429	—	345.6	683,918	97,227	.....	1,005,947	267,886	—	100	....
Sept. 30, 1873	405.0	20.0	40.0	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio¶.. Virginia.	19,038,905	*	9,157,335	1,215,021	6,921,900	14,183,000	5,860,427	2,435,934	428.0	1,498,803	245,629	627,639	2,193,757	914,035	—	100	....
Dec. 31, 1873	95.0	—	9.0	—	9	12	6	78	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	328.0	4.0	32.8	—	135	74	34	2,812	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	36,572,728	*	4,135,500	141,411	19,760,300	16,792,438	1,577,522	.....	814.7	.....	.....	.....	5,529,102	2,218,876	—	100	....
Dec. 31, 1873	149.5	1.5	16.9	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	4,368,800	3,484,000	.....	.....	—	—	—	—	—	174,752	4	100	....
Nov. 30, 1873	53.0	—	4.8	—	—	—	—	—	Augusta and Savannah (C. of Ga.).... Ga.	1,082,260	—	—	—	733,700	129,000	—	—	—	—	—	—	—	73,000	8	100	....
Oct. 31, 1873	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,05 0,600	—	10,000	—	550,000	454,900	—	—	—	—	—	—	—	81,222	7	50	....
Sept. 30, 1873	379.6	42.8	439.0	—	473	205	56	10292	Baltimore and Ohio ¶ .... Md. & W. Va.	33,975,584	10,682,280	18,837,395	2,926,765	16,719,862	19,866,733	822,298	29,033,131	497.4	10,292,259	.....	.....	12,252,844	4,099,043	10	100	188
Sept. 30, 1873	103.5	—	11.4	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	10,000,000	—	—	—	5,680,685	—	—	—	103.5	—	.....	.....	947,729	116,067	10	—	175
Sept. 30, 1873	30.0	—	41.6	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	1,650,000	—	—	757,653	1,650,000	20,000	—	737,653	30.0	—	.....	.....	440,775	284,014	—	100	6½
Dec. 31, 1873	63.0	—	3.2	—	—	—	—	—	Baltimore, Pittsburg and Chicago..... O.	3,000,000	—	.....	.....	500,000	2,500,000	.....	—	—	—	.....	.....	—	—	—	100	....
Dec. 31, 1873	73.1	19.2	6.1	—	26	47	8	319	Baltimore and Potomac..... Maryland.	8,136,010	654,991	.....	116,915	3,503,900	4,500,000	884,837	19,180	43.0	.....	.....	.....	281,537	70	—	100	....
Dec. 31, 1873	48.2	—	2.5	—	4	2	2	68	Bangor and Piscataquis ¶..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Oct. 31, 1873	16.0	—	6.0	—	5	2	1	367	Barclay (Towanda Coal Co.)..... Pa.	1,200,000	—	—	—	1,000,000	79,000	—	—	16.0	58,668	25,847	344,908	996	Loss.	7	50	....
Dec. 31, 1873	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	900,000	—	—	—	750,000	150,000	7,000	—	—	—	—	—	—	36,000	—	50	....
Dec. 31, 1873	54.0	—	13.0	76.0	—	—	—	—	Bellville and Southern Illinois ..... Ill.	2,780,000	—	.....	—	1,680,000	1,100,000	.....	—	—	—	—	—	—	40 p.c.	—	100	....
Dec. 31, 1873	67.0	—	6.7	—	—	—	—	—	Belvidere Delaware (Penn. R. R.)... N. J.	4,634,829	—	—	571,587	995,800	2,244,500	1,238,838	—	80.0	—	397,153	1,444,573	1,148,223	153,700	—	100	....
Sept. 30, 1873	22.0	—	2.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	—	6,000	7,600	600,000	—	7,245	6,355	—	—	—	—	42,610	35,407	7	100	....
Sept. 30, 1873	201.6	48.0	324.7	—	231	183	52	5,061	Boston and Albany.... Mass. & N. York.	21,876,749	4,453,646	2,316,185	1,067,840	19,864,100	4,319,000	2,266,820	3,263,900	283.9	5,661,554	5,757,624	2,884,520	9,798,033	2,199,873	10	100	134
Sept. 30, 1873	26.2	—	2.1	9.8	5	6	2	83	Boston, Barre and Gardner..... Mass.	915,537	141,955	40,118	65,899	826,627	4,400	319,013	13,169	26.2	87,304	116,098	29,340	97,046	16,511	—	100	....
Sept. 30, 1873	41.4	1.5	12.2	—	23	24	13	511	Boston, Clinton and Fitchburg ..... Mass.	2,379,111	715,820	259,288	110,779	872,600	1,249,600	224,162	118,636	90.2	489,497	487,274	407,072	677,439	116,973	—	100	60
Jun. 30, 1874	144.3	9.0	11.2	—	24	22	13	585	Boston, Concord and Montreal ..... N. H.	3,800,000	*	319,567	250,575	1,800,000	2,116,400	13,162	540,480	153.3	523,362	174,725	99,909	687,128	136,147	—	100	....
Sept. 30, 1873	26.8	16.0	45.7	—	40	62	...	953	Boston and Lowell..... Mass.	2,476,831	343,634	2,508,971	799,188	2,993,000	1,199,500	1,338,660	597,464	125.5	826,231	2,086,979	605,617	1,464,942	387,116	8	500	90
Sept. 30, 1873	115.5	8.5	100.6	—	69	149	...	1,636	Boston and Maine..... Mass., N. H. & Me.	8,817,444	1,335,401	820,083	114,822	6,921,274	2,857,199	305,039	1,342,229	189.5	1,458,963	5,008,074	542,004	2,300,094	680,566	8	100	110½
Sept. 30, 1874	44.0	18.5	66.0	—	41	71	11	627	Boston and Providence..... Mass. & R. I.	4,000,000	*	1,878,986	352,967	4,000,000	500,000	1,267,676	464,278	66.5	789,468	3,486,280	738,668	1,687,279	403,175	10	100	148
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany¶..... Georgia.	10,548,000	*	(Sold Oct. 15 1873.)		5,980,000	.....		—	172.0	(Operat	ed by Rec	eiver—No	returns.)	.....	—	100	....
Sept. 30, 1873	25.5	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,000	—	44,080	.....	2,286,000	583,000	.....	—	—	—	—	—	—	40,600	—	100	....
Sept. 30, 1873	43.2	—	6.8	50.0	8	7	3	72	Buff., Corry and Pittsb.... N. Y. & Penn.	1,561,930	*	.....	.....	500,000	1,000,000	350,000	—	43.2	1,343,729	65,542	109,325	168,989	Loss.	—	100	....
Sept. 30, 1873	141.5	—	13.7	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	—	—	—	—	233,100	7	100	....
Oct. 31, 1873	120.6	—	13.6	—	18	13	4	604	Buff., New York and Phila. N.Y. & Penn.	4,621,324	784,607	305,000	.....	1,615,060	2,577,500	1,233,944	—	120.6	261,900	234,760	158,836	398,763	48,546	—	100	....
Dec. 31, 1873	371.0	81.0	23.1	—	28	22	9	702	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	—	.....	5,510,000	8,265,000	1,973,197	—	402.0	.....	.....	.....	1,078,310	301,306	—	500	....
Dec. 31, 1873	190.7	48.6	20.8	—	14	12	7	314	Burlington and Missouri River..... Neb.	7,300,000	500,000	476,356	145,904	853,780	7,277,943	118,228	278,126	239.3	392,234	81,217	126,120	628,429	284,214	—	100	54
Dec. 31, 1873	130.0	20.0	10.9	451.0	8	7	4	218	Burlington and Southwestern. Iowa & Mo.	6,102,510	661,315	.....	.....	1,976,319	3,820,000	729,954	—	150.0	.....	.....	.....	362,719	Loss.	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas..... Mo.	3,500,000	*	.....	.....	2,600,000	1,500,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	6	710	*Cairo and Fulton*..... Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	53.4	0.6	3.3	15.6	8	4	..	292	Cairo and St Louis (narrow)..... Ill	2,978,000	*	.....	.....	478,000	2,500,000	.....	—	54.0	31,780	10,221	5,000	18,286	15weeks	—	100	....
Jun. 30, 1873	156.6	—	7.8	—	10	8	4	161	Cairo and Vincennes..... Illinois.	6,935,400	*	—	125,236	3,503,636	3,590,000	57,000	—	156.6	113,557	8,418	21,824	72,234	.....	—	100	....
Dec. 31, 1873	60.0	7.0	6.1	—	9	52	9	119	Camden and Atlantic..... New Jersey.	1,842,838	458,692	143,921	42,368	1,215,869	1,076,151	107,096	88,702	....	216,246	463,708	104,541	508,996	210,587	—	50	72
Dec. 31, 1873	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	381,925	350,000	—	—	—	—	—	—	—	45,415	6	100	....
Dec. 31, 1873	41.8	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N.J.	979,282	—	—	—	500,000	400,000	79,282	—	—	—	—	—	—	60,000	6	100	....
June 30, 1873	18.0	0.5	1.2	—	....	....	....	....	Carbondale and Shawneetown.... Illinois.	550,000	*	—	—	350,000	200,000	.....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	94.0	4.5	19.8	—	—	—	—	—	Catawissa (Phila. and Reading)..... Penn.	6,126,500	—	.....	.....	4,359,500	1,740,350	—	—	98.5	.....	.....	.....	.....	190,000	—	50	35½
Sept. 30, 1873	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.).. N.Y.	589,110	—	—	—	589,110	—	—	—	—	—	—	—	—	53,020	9	100	....
Dec. 31, 1873	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	—	—	—	—	—	—	137,052	113,676	—	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.). Ia.	11,234,000	*	—	—	7,620,000	3,614,000	—	—	—	—	—	—	584,772	584,772	6	100	80
Nov. 30, 1873	294.5	—	42.9	—	108	84	60	1,584	Central of Georgia..... Georgia.	7,500,000	*	1,904,144	5,141,594	7,500,000	3,116,000	3,817,530	112,208	708.5	.....	131,404	.....	3,489,398	379,388	—	100	....
Dec. 31, 1873	189.0	—	16.9	29.3	26	10	8	512	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,625,000	950,000	—	189.6	.....	.....	.....	656,104	139,889	—	100	....
Dec. 31, 1873	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey ..... New Jersey.	15,293,003	2,796,445	18,600,000	.....	20,000,000	9,386,700	6,729,046	—	80.7	.....	.....	.....	5,369,013	2,507,253	8	100	107½
Dec. 31, 1873	137.1	—	31.7	—	37	41	...	1,353	Central Ohio (B. & O.)..... Ohio.	5,349,500	*	—	—	2,849,500	2,500,000	—	—	137.2	.....	.....	.....	1,046,435	365,482	6	50	90
Dec. 31, 1873	864.9	336.0	140.9	203.0	188	167	43	3,594	*Central Pacific*¶..... Cal. Nev. & Utah.	131,419,110	6,156,746	5,609,535	3,251,449	54,275,500	82,855,680	767,558	9,339,152	1,218.9	5,010,952	3,208,171	1,028,602	12,863,953	7,894,681	3	100	....
May 31, 1873	118.0	—	108.0	—	170	125	51	5,189	Central Vermont..... Vt.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	—	773.0	.....	.....	.....	.....	.....	—	100	....
June 30, 1873	160.0	—	15.0	100.0	6	6	3	123	*Central Br. of Union Pacific*..... Kan.	3,723,700	*	.....	.....	980,600	3,200,000	303,058	—	100.0	.....	.....	.....	119,663	.....	—	100	....
Dec. 31, 1873	185.0	—	12.0	—	21	10	12	221	Charlotte, Columbia & Augusta.... S. Car.	5,017,880	*	97,954	112,353	2,578,000	1,300,000	681,083	669,106	195.0	.....	.....	.....	686,432	291,064	—	100	....
Dec. 31, 1873	22.8	—	2.5	—	—	—	—	—	Chartiers (Penn.)..... Pennsylvania.	1,128,690	—	—	.....	604,110	500,000	4,298	—	22.8	39,119	107,209	214,612	61,293	18,029	—	50	....
Sept. 30, 1873	17.4	—	2.3	—	—	—	—	—	Chemung (N. Central)..... New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	—	30,000	6	100	....
Sept. 30, 1873	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	—	—	281,350	307,000	21,000	—	—	—	—	—	—	.....	—	100	....
Sept. 30, 1873	421.0	9.3	21.5	58.5	70	34	18	2,261	Chesapeake and Ohio..... Va. & W. Va.	41,137,778	*	3,738,067	456,682	15,898,408	22,026,500	7,405,620	—	421.0	1,087,217	220,601	248,226	1,210,509	330,809	—	100	....
Sept. 30, 1873	53.6	—	11.9	—	26	22	10	419	Cheshire..... N. H. & Mass.	2,362,707	326,600	281,259	127,564	2,153,200	808,400	27,238	159,193	88.1	663,014	198,517	456,358	849,086	1,877,575	5	100	....
Dec. 31, 1873	21.5	—	3.1	—	—	—	—	—	Chester Valley (P. & R.).... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	—	—	—	—	35,000	—	50	....

Dec. 31, 1873	21.5	—	3.1	—	—	—	—	—	Chester Valley (P.& R.)....Pennsylvania.	1,371,900						871,900	500,000										35,000	—	50	....
Dec. 31, 1873	242.0	117.4	142.6	—	155	75	24	2,966	Chicago and Alton.....Illinois.	16,506,649	*	4,993,605	419,440	12,293,272	5,851,950	3,389,958	284,814	649.1	3,983,560	829,876	1,642,440	5,497,541	2,121,286	10	100	104¾
Dec. 31, 1873	694.1	545.2	276.9	—	288	111	63	6,754	Chicago, Burlington and Quincy..Illinois.	47,500,176	8,429,732	1,870,246	1,146,083	26,429,563	25,749,782	1,647,030	5,281,162	1,239.3		1,706,734	2,221,744	11,405,226	4,970,458	10	100	108¼
Dec. 31, 1873	86.0	—	....	164.0	....	....	....	....	Chicago and Canada Southern..Mich.& O.	3,640,000	440,000			1,557,300	2,500,000	155,700										—	100	....
Dec. 31, 1873	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	156,000	10,000		1,500,000	1,000,000	176,000		86.0				108,172	31,165	—	100	....
Dec. 31, 1873	60.0	—	2.5	—	2	5	...	125	Chicago, Clinton and Dubuque.....Iowa.	2,460,000	*			960,000	1,500,000			60.0				108,172	31,165	—	100	....
Dec. 31, 1873	108.0	30.0	8.0	62.0	10	1	1	132	Chicago, Danville and Vincennes.....Ill.	5,825,000	*			2,500,000	3,325,000			108.0		72,116	253,865	654,850	237,536	—	100	....
Jun. 30, 1873	59.0	—	8.7	—	12	16	4	113	Chic., Det. & Can. G'd Junction....Mich.	2,169,736	*			1,074,736	1,095,000			59.0					112,500	4	100	....
Dec. 31, 1873	117.8	15.1	11.5	—	10	6	3	300	Chic., Dubuque and Minnesota.Io.&Minn.	6,798,300	*			2,373,300	3,321,500			133.0				313,859	143,793	—	100	....
Dec. 31, 1873	41.0	—	2.0	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	2,378,000				760,000	3,000,000	318,000		46.0						—	100	....
Dec. 31, 1873	80.0	—	8.0	—	15	6	2	21	Chicago and Iowa (C. B. & Q.)....Illinois.	2,895,000	263,000	20,000		1,318,000	1,750,000	100,000		80.0				472,620	93,404	—	100	....
May 31, 1874	81.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900				3,916,200	779,700							464,877	464,877	—	100	88¾
Dec. 31, 1872	170.0	80.0	22.0	—	25	12	7	612	Chicago and Michigan Lake Shore..Mich.	7,864,500	793,500			1,683,000	6,675,000	300,000		250.0	482,640		137,113	502,933	227,525	—	100	....
Dec. 31, 1873	814.0	585.0	187.0	—	198	104	57	3,657	Chicago, Milwaukee & St. Paul.Wis. I&M.	55,337,753	*	2,211,636	945,220	27,673,744	26,261,500	1,533,759	826,156	1,654.0	5,186,188	967,754	1,791,504	9,046,123	3,665,244	—	100	38
May 31, 1874	1,564	—	201.4	—	342	167	79	7,871	Chicago and Northwestern.....Ill. & Wis.	65,956,488	*	5,571,854	2,070,600	36,477,174	29,538,500	5,473,952	2,119,346	1,952.1	9,144,280	2,823,889	3,591,090	14,351,526	4,526,025	—	100	47¾
Dec. 31, 1873	36.0	—	4.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	1,260,906	*			900,000	360,000	107,319		36.0				36,009	14,335	—	100	....
Dec. 31, 1873	128.0	—	7.3	132.0	6	6	2	284	Chicago and Paducah.....Illinois.	2,238,000	*			1,238,000	1,000,000	5,827		128.0			15 mos.	123,706	87,797	—	100	....
Jun. 30, 1873	—	—	—	57.9	—	—	—	—	Chicago, Pekin & South-Western.Ill&Mo.	826,000				826,000										—	100	....
Mar. 31, 1874	500.7	129.0	109.6	—	215	78	29	4,128	Chicago, Rock Island & Pacific.Ill. & Iowa.	31,172,266	*	7,060,187	1,241 331	25,000,000	9,660,140	40,573	3,433,071	975.4	4,686,006	1,088,906	1,399,383	7,048,203	3,326,314	8	100	102¾
Mar. 31, 1874	271.0	32.0	22.6	50.0	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,008,552				7,000,000	5,000,000	2,008,552						100,000	99,000	8	100	....
Jun. 30, 1873	6.0	—	6.0	17.0	—	—	—	—	Cinncinnati and Baltimore(M.& C.)..Ohio.	1,343,297		48,208	13,556	693,005	315,000	397,056		59.9	651,829	652,098	616,830	1,339,011	426,216	8	100	....
Jun. 30, 1873	59.9	—	126.4	—	35	28	15	429	Cincinnati, Hamilton and Dayton...Ohio.	3,974,655	1,127,251	2,321,432	338,336	3,500,000	2,150,000	1,150,391	961,283	98.2				547,032	203,550	—	100	....
Jun. 30, 1874	98.2	—	5.2	—	9	3	5	175	Cin., Hamilton and Indianapolis.O.& Ind.	3,259,975	*				1,846,000	866,943								6	100	....
Jun. 30, 1874	20.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	*	2,605,361		500,000	4,000,000	107,576		56.0		(No retur	ns.)			—	100	....
Dec. 31, 1873	56.0	—	9.0	—	10	12	...	212	Cincinnati, Lafayette and Chic.(Ill.& Ind.	2,032,209	*			900,000	1,120,000	700,000		148.5				443,217	19,429	—	100	....
Dec. 31, 1873	132.2	16.3	18.5	—	14	12	3	369	Cincinnati and Muskingum Valley..Ohio.	5,497,031	*			3,996,670	1,500,000			48.0				213,176	59,056	—	100	....
Jun. 30, 1874	42.0	—	2.6	—	5	1	4	162	Cin., Rich. and Chic. (C.H.&D.).O.& Ind.	827,433	184,552		42,776	382,600	625,000	47,161								—	100	....
Dec. 31, 1873	91.5	—	4.8	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.&I.)...Ind.	3,756,952	*	1,007,702	53,960	2,000,000	1,800,000			215.5	779,669	255,467	321,346	800,351	267,171	6pf	50	19¾
Jun. 30, 1874	175.0	15.5	26.9	—	32	23	13	905	Cincinnati, Sandusky & Cleveland..Ohio.	6,165,270	*		33,361	4,434,787	2,420,512	367,547	3,685	80.5	472,400	198,607	340,928	603,495	(Deficit)	—	100	....
Dec. 31, 1873	48.5	—	11.3	—	16	15	6	300	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,792,164	*	2,217,654	875,771	1,100,000	2,411,000	314,525		472.0	4,350,568	543,624	1,680,588	4,887,448	1,337,032	3¾	100	69
Dec. 31, 1873	340.5	49.9	80.6	—	130	52	19	352	Cleveland, Col. Cin. & Ind...Ohio & Ind	17,097,222	*	455,153	26,992	15,000,000	3,429,000	876,507	893,390					681,621	597,890	21¾	50	....
Jun. 30, 1873	67.0	54.0	37.5	—	—	—	—	—	Cleveland and Mahoning Valley.....Ohio.	4,526,777			10,320	2,759,791	1,967,600	17,961	263,870	112.5	227,590	159,854	209,010	355,325	133,166	—	100	....
Dec. 31, 1873	145.0	12.5	18.5	35.0	22	19	9	602	Clev., Mt. Vernon and Delaware ....Ohio.	4,716,122	*		443,010	1,751,450	2,300,000	674,992		225.7	1,868,102	703,829	1,981,538	3,750,627	1,844,432	7	50	88¾
Nov. 30, 1873	124.0	75.0	81.5	—	97	43	22	3,185	Cleveland and Pittsburg....Ohio & Penn.	12,845,019	2,884,141	409,220		11,243,003	4,473,844	391,313	473,230	587.0				4,477,507	233,183	—	100	9¾
Dec. 31, 1873	314.0	273.0	78.2	—	164	91	...	1,646	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,578,101	*			13,328,569	23,553,194	694,358		—	(Operat	ed by Cin	c., Sand.	& Clev.)		6	100	..
Jun. 30, 1873	45.0	—	5.9	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000				1,000,000	1,000,000			89.0	668,306	153,745	890,439	1,074,187	376,159	20	50	....
Dec. 31, 1873	76.0	13.0	16.0	22.0	29	8	4	1,214	Columbus and Hocking Valley .....Ohio.	3,281,489	1,234,397	30,200	100,528	1,854,450	2,299,000	217,220	275,944	145.5	800,934	614,327	730,741	1,041,439	171,084	10	50	158
Mar. 31, 1874	35.0	7.0	49.0	—	34	39	10	775	Concord.....New Hampshire.	1,500,000	*	191,263	126,208	1,500,000		112,861	184,609	55.9	350,352	1,124,299	405,801	759,327	232,006	10	100	138
Sept. 30, 1873	50.0	5.9	30.0	—	18	25	10	359	Connecticut River .....Massachusetts.	2,105,980	241,938	282,291	418,124	1,950,000	250,000	508,391	461,622	161.4	458,662	193,520	153,343	771,902	272,790	6pf	100	70
Jun. 30, 1874	110.3	—	16.1	—	24	17	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	532,853	221,957	2,175,534	1,802,120	237,190		46.4				247,540	108,181	—	100	....
Sept. 30, 1873	26.4	—	5.5	—	6	15	4	160	Connecticut Valley.....Connecticut.	2,883,819	*			1,034,600	1,000,600	1,177,564		66.7				442,734	154,828	—	100	..
Sept 30, 1873	66.7	—	7.0	—	8	10	4	177	Connecticut Western.....Connecticut.	4,543,636	*	18,597	67,293	1,590,125	2,674,000	30,673	24,728						136,658	6	50	....
Dec. 31, 1873	6.8	—	9.5	—	—	—	—	—	Connecting (Phi'a. & Tr.) .....Penn.	2,278,300				1,278,300	991,000												
Dec. 31, 1873	34.0	17.0	28.0	—	32	7	2	684	Consolidation Coal.....Ind.	3,911,910	*	10,298,412	433,500	10,250,000	3,183,100	147,928	783,794	51.0	443,179	101,219	2,470,132	3,300,709	681,067	4	100	....
Nov. 30, 1873	53.0	—	8.1	—	12	4	3	687	Corning, Cowanesque & Antrim.NY&P.	1,600,000		187,949		1,600,000				64.0	285,934	93,092	1,089,222	428,893	107,763	3¾	50	....
Sept. 30, 1873	75.0	7.0	18.5	—	20	17	6	371	Cumberland Valley.....Penn.	1,753,613	*	924,648	301,682	1,774,912	352,300	83,558	775,174	125.0	343,950	254,932		614,185	331,642	8	50	....
Sept. 30, 1873	33.8	—	4.5	—	6	6	2	72	Danbury and Norwalk .....Connecticut.	1,253,731	*			600,000	462,000	31,553		33.8				172,120	69,796	8	50	....
Dec. 31, 1873	45.0	—	2.6	—	—	2	2	17	Danv., Hazleton & Wilkesbarre....Penn.	1,072,350	30,250			684,235	1,700,000	118,000								—	50	....
Dec. 31, 1873	125.0	41.0	11.9	—	12	8	3	201	Davenport and St. Paul....Iowa & Minn.	5,927,318	*			2,490,000	3,320,000	491,733		122.0				491,798	72,543	—	100	....
Jun. 30, 1874	140.7	—	20.2	—	23	15	4	667	Dayton and Michigan .....Ohio.	5,781,753	765,256	353,998	169,484	3,679,189	2,787,900	593,392		142.0				1,097,250	376,389	3¾	100	....
Jun. 30, 1873	31.8	—	1.8	—	4	4	3	68	Dayton and Union .....Ohio.	612,005	*			186,000	527,445			46.8	110,698	55,904	110,088	136,843	52,400	—	100	....
Oct. 31, 1872	83.0	16.6	6.0	—	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	2,114,184		76,153	71,522	1,317,390	870,000	74,470		99.6	317,067			448,481	121,187	6	100	....
Dec. 31, 1873	45.0	—	65.0	—	52	4	2	4,346	Delaware and Hudson.....Penn.	3,503,971	1,072,155	144,411		(See Del	& Huds	on Can	al.)	62.0	63,810	144,561	2,811,594	125,656		10	100	....
Dec. 31, 1873	115.0	80.0	119.0	—	153	30	14	12601	Delaware, Lack. and Western.....Penn.	15,541,031	5,680,323	2,399,883		23,500,000	6,872,200	3,360,005		195.0	4,253,431	223,143	4,448,739	6,248,465	3,359,817	5	50	109¼
Dec. 31, 1873	106.0	—	....	—	6	5	2	32	*Denver Pacific* (K. P.).....Colorado.	6,492,800	*			4,000,000	2,493,000			133.0				316,336	180,131	—	100	....
Dec. 31, 1873	118.0	45.0	6.8	742.0	13	10	8	285	Denver and Rio Grande (narrow).....Col.	6,324,000	*			3,300,000	3,024,500			155.0	332,677	37,080	74,208	392,954	195,530	—	100	....
Dec. 31, 1873	88.0	—	7.2	—	....	....	....	....	Des Moines and Fort Dodge.....Ia.	6,400,000	*			4,000,000	2,400,000			88.0						—	100	....
Dec. 31, 1873	161.0	—	16.9	—	....	....	....	....	Des Moines Valley.....Iowa.	6,224,600	*			3,924,600	2,300,000			161.0						—	100	....
Oct. 31, 1873	73.6	—	5.2	—	9	6	2	177	Detroit, Eel River and Illinois..Michigan.	2,955,300	*			1,129,300	1,826,000			73.6				491,752	91,317	—	100	....
Dec. 31, 1873	65.0	—	3.6	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,972,316	211,799			1,000,000	1,470,000			65.0				377,498	49,615	—	100	....
April 1, 1873	164.0	25.0	7.2	—	22	15	5	398	Detroit, Lansing & Lake Michigan.Mich.	5,425,642	932,858	51,715		1,663,500	6,060,000	89,729			674,505		162,927	593,869	88,548	—	100	....
Dec. 31, 1873	189.0	—	27.1	—	34	28	27	475	Detroit and Milwaukee.....Michigan.	19,502,851	*			2,517,140	7,696,387		289,324	189.0		406,933	303,185	1,204,877	18,534	—	100	....
Dec. 31, 1873	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen)...Maine.	300,000				122,000	175,000								18,000	6	100	....
Mar. 31, 1873	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee(B.&M.).N. H.	480,000				480,000									29,000	6	100	....
Dec. 31, 1873	142.9	—	14.8	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,894,000		645,249		5,000,000	894,000							1,106,339	387,219	6	100	....
Sept. 30, 1873	90.6	—	6.0	9.9	10	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,500,000	*	20,000		1,300,000	3,200,000			90.6	210,652	110,090	94,303	31,444	(Loss.)	—	100	....
Nov. 30, 1873	36.0	—	23.8	—	—	—	—	—	East Pennsylvania (P. & R.) .....Pa.	1,484,290				1,309,000	495,900								109,265	6	50	80¾
Jun. 30, 1874	242.0	28.0	27.0	—	40	33	7	636	East Tenn., Va., & Georgia ¶..Tenn. & Ga.	9,180,132	*	386,179	401,954	1,968,274	4,204,900	129,399	3,665,392	270.0	740,182		192,323	1,111,184	413,776	6	100	....
Sept. 30, 1873	41.4	71.7	68.1	—	78	137	38	1,328	Eastern.....Massachusetts.	7,073,391	2,391,648	4,541,017	1,033,257	4,997,600	6,565,300	3,258,184	308,198	265.1	1,585,229	5,696,351	586,153	2,229,839	543,142	6	100	53
Sept. 30, 1873	16.6	—	3.1	—	—	—	—	—	Eastern .....N. Hamp.	492,500				492,500										6	100	45
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore ¶ .....Maryland.	875,000	*			295,000	580,000			40.0				86,037	29,068	—	100	....
May 31, 1873	185.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah.....Kentucky.	5,869,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745		165.0	269,992	52,635	83,429	228,739		—	100	....
Dec. 31, 1873	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000				500,000									25,000	5	100	....
Dec. 31, 1873	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000			1,000,000	1,620,000			78.0	488,813	115,890	329,029		165,000	5	50	....
Sept. 30, 1873	459.0	495.0	572.8	—	497	294	81	10373	Erie .....New Jersey, N. York & Pa.	99,440,129	12,189,963	14,226,980		86,536,910	37,917,142	2,714,103		954.0	13,707,460	3,922,156	6,312,702	20,012,606	4,853,316	1	100	28¾
Dec. 31, 1873	81.5	—	11.3	—	29	11	3	1,323	Erie and Pittsburg (Penn.).....Pa.	4,939,344	*			1,099,550	3,337,000			81.5				1,165,293	380,626	7	50	....
Dec. 31, 1873	202.0	51.0	13.3	—	22	18	7	376	European & North Am. ¶..Me. & N. Pro.	10,000,000	*			4,673,912	5,822,000			253.0				652,198		—	100	....
Aug. 31, 1873	109.0	23.0	19.0	—	18	10	7	351	Evansville and Crawfordsville...Indiana.	2,479,492	510,151	57,932	43,139	1,144,415	1,085,000	20,808	840,991	109.0	362,337	131,036	220,000	562,763	221,703	—	100	....
Dec. 31, 1872	55.0	—	7.3	—	7	4	2	219	Evansville, Terre Haute & Chi..Ind.& Ill.	1,281,010	*	43,560	168,657	399,573	775,000	311,228	7,431	55.0	76,734	48,764	162,270	239,403	109,443	—	100	....
Sept. 30, 1873	50.0	43.3	89.9	—	41	48	13	869	Fitchburg .....Massachusetts.	3,750,209	410,000	375,751	255,617	4,000,000		260,198	531,379	93.3	759,081	2,040,558	777,368	1,399,313	340,079	8	100	121
Dec. 31, 1873	205.2	26.8	41.0	48.0	42	30	10	935	*Flint and Pere Marquette*.....Mich.	6,145,219	1,371,016	4,464,327	19,191	3,297,300	6,031,406	2,672,046		232.0	916,264	492,365	370,778	1,365,425	653,822	—	100	....
Dec. 31, 1872	100.0	—	6.1	—	8	6	3	188	Ft. Wayne, Jackson & Sag..Mich.&Ind.	2,914,475	300,000			1,179,475	2,000,000	35,000		100.0	246,612		85,348	280,949	160,794	—	100	....
Dec. 31, 1873	109.0	—	3.5	—	—	—	—	—	Ft. Wayne, Muncie & Cin. (Pa.)....Ind.	3,300,000				1,000,000	2,300,000			109.0	885,824	88,442	116,594	257,108	81,096	—	100	....
Sept. 30, 1873	26.1	—	3.1	—	—	—	—	—	Framingham & Lowell (B.C.& F.).Mass.	1,282,856			33,712	510,796	674,000	131,772						33,685	31,195	—	100	....
Dec. 31, 1873	51.0	—	3.0	101.0	—	—	—	—	Frement, Elkhorn and Mo. Val.....Neb.	1,380,000	*			690,000	690,000				(Oper. t	emporaril	y by Sioux	City & P	acific.)	—	100	....
Feb. 28, 1874	114.0	—	9.7	88.0	10	7	4	162	Galv., Harrisb. & St. Antonio ¶.....Tex.	4,397,200	*			2,879,600	1,700,000			85.0				303,978	100,972	—	100	....
Dec. 31, 1873	50.9	—	8.7	—	15	9	4	311	Galv., Houston & Henderson ¶.....Tex.	2,673,501	409,611	267,959	66,403	1,000,000	1,500,000	402,721	513,729	50.0	272,581	101,766	201,318	762,509	351,928	—	100	....
Mar 31, 1874	171.0	61.0	31.0	—	50	27	18	746	Georgia .....Ga.	4,156,000	*	1,312,589	379,113	4,200,000	608,000	205,432	393,020	232.0	1,140,055			1,571,785	526,579	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1873	111.0	—	5.5	—	8	6	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	327,236	41,106	2,000,000	2,000,000	584,266	120,873	111.0	242,036	...	109,568	237,006	(Deficit)	—	100	...
Sept. 30, 1873	14.8	....	0.6	—	—	—	—	—	Goshen and Deckertown (Erie). New York.	290,901	—	...	...	105,000	246,500	22,108	—	—	...	...	...	...	21,500	—	100	...
Jun. 30, 1874	331.0	—	25.0	—	38	15	10	1,127	*Grand Rapids and Indiana*...Mich. & Ind.	10,984,050	*	95,089	183,960	2,800,000	8,000,000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	—	100	...
Dec. 31, 1873	36.0	—	3.5	—	5	3	2	225	Grand Rapids, Newago & L. Shore. Mich.	143,372	216,626	—	—	352,150	576,000	188,163	—	36.0	...	...	...	132,772	63,248	—	100	...
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	—			500,000	1,500,000			—	—	—	—	—	144,600	5	100	...
Jun. 30, 1873	24.2	—	6.8	—	6	2	1	345	Grand Tower and Carbondale.........Ill.	621,960	*	(Owned	by G. T.	Min. Man	uf. & Tra	ns. Co. B	ankrupt.)	24.2	...	...	277,640	65,213	(Deficit)	—	100	...
Dec. 31, 1873	929.0	—	379.0	—	422	274	84	5,575	Grand Trunk ¶ ....Canada.	145,063,770	*	—	3,600,085	54,942,945	93,720,911	...	—	1,383.0	7,088,594	1,834,945	1,608,584	9,799,486	603,905	—	100	...
Jan. 31, 1873	229.0	241.8	94.8	—	177	146	39	2,929	Great Western ¶.................Canada.	29,137,596	*	4,804,078	541,793	23,667,467	716,000	...	—	470.8	4,416,442	1,017,803	1,337,289	5,732,867	2,203,120	3½	100	...
Mar. 31, 1874	66.0	—	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific ¶..Texas.	1,492,000	*	...	...	500,000	10 990,000	...	—	66.0	...	...	...	289,768	134,979	—	100	...
Jun. 30, 1873	46.0	6.0	2.8	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	—	...	...	457,000	900,000	...	—	52.0	721,908	...	78,900	116,170	(Deficit)	—	100	...
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶........Missouri.	23,297,728	*	821,792	...	14,250,828	9,146,900	...	—	274.5	1,648,638	320,838	415,563	2,484,671	670,530	—	100	25¼
Oct. 31, 1873	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.)........Pa.	1,882,530	—	—	—	1,182,550	700,000	—	—	—	—	—	—	—	124,778	7	50	102
Sept. 30, 1873	122.4	0.8	18.0	70.0	30	36	16	338	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,704,866	*	277,087	...	2,037,940	2,055,500	600,000	—	133.5	...	1,306,389	298,558	1,064,940	175,132	—	100	...
Sept. 30, 1873	74.0	—	7.0	—	17	16	8	389	Housatonic ....Connecticut.	2,014,871	340,687	...	...	2,000,000	541,000	313,981	—	127.8	264,881	167,628	221,100	454,963	144,284	—	100	...
Dec. 31, 1873	45.0	13.8	15.7	—	23	6	...	116	Huntingdon and Broad Top Mt.....Penn.	4,169,956	*	616,500	78,198	1,870,000	2,161,500	833,153	—	58.8	...	71,869	617,237	431,107	190,004	—	50	14
Dec. 31, 1873	705.5	—	134.6	—	197	119	47	4,650	*Illinois Central* ....Illinois.	34,726,588	*	779,127	1,609,294	27,250,000	5,339,000	—	4,526,009	1,108.9	5,861,325	1,473,507	1,121,353	8,268,325	2,860,741	10	100	99½
Jun. 30, 1873	84.9	—	2.6	67.1	6	4	6	250	Indiana and Illinois Central....Ind. & Ill.	3,293,605	312,797	351,448	...	1,896,000	1,079,000	739,250	...	84.9	...	...	...	...	...	—	100	...
Jun. 30, 1873	202.5	—	26.8	217.0	65	23	13	1,310	Ind., Bloomington & Western..Ind. & Ill.	13,440,735	*	...	...	5,003,700	6,500,000	72,426	—	210.9	1,634,198	...	404,336	1,469,807	632,819	—	100	...
Jun. 30, 1874	179.0	—	29.4	—	57	43	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,697	10,366,000	1,217,572	—	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	12¾
Dec. 31, 1873	72.0	—	16.2	—	55	34	16	1,352	Indianapolis and St. Louis........Illinois.	4,095,227	*	801,690	—	600,000	3,378,000	918,918	—	265.0	...	...	...	2,097,528	690,909	—	100	...
Dec. 31, 1873	117.0	—	18.5	—	8	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,452,729	195,125	...	85,937	1,402,000	3,150,000	453,296	—	117.0	...	...	...	253,784	62,137	—	100	...
Nov. 30, 1873	383.0	18.0	20.5	150.0	40	23	6	667	International & Great Northern ¶....Tex.	16,014,000	*	...	...	5,500,000	10,514,000	—	—	341.0	...	...	107,636	1,066,245	530,035	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	...	—	—	—	—	—	433,907	151,867	6	100	82
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.)..........Iowa.	1,479,039	—	—	—	44,947	1,350,000	84,092	—	68.8	...	...	...	98,024	22,321	—	100	...
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens............New York.	1,275,472	*	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	...
May 31, 1873	212.0	—	7.9	—	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	7,000,000	—	—	—	2,000,000	5,000,000	—	—	—	—	—	—	—	470,000	3½	100	...
Jun. 30, 1873	30.7	—	2.1	94.3	2	1	2	27	Jacksonville (N. W. & S. E.)..........Ill.	923,200	*	—	...	313,200	610,000	...	—	30.7	...	...	...	...	...	—	100	...
Dec. 31, 1873	151.2	25.1	9.7	110.0	14	6	4	155	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	—	...	6,000,000	4,000,000	...	—	215.0	...	...	...	...	...	—	100	...
Dec. 31, 1873	51.1	1.5	16.2	—	—	—	—	—	Jamestown and Franklin (L.S.& M.S.)Pa.	2,616,743	—	—	...	606,000	1,000,000	964,743	—	51.0	...	...	...	...	113,186	—	50	...
Dec. 31, 1873	36.5	9.0	8.6	—	—	—	—	—	Jefferson (Erie).............Pennsylvania.	5,237,978	—	—	—	2,095,700	2,300,000	942,978	—	—	...	...	...	...	225,000	—	50	...
Dec. 31, 1873	110.0	116.0	36.7	—	45	56	...	987	Jeffersonville, Madison and Ind..Indiana.	6,392,316	*	1,239,310	...	2,000,000	4,871,000	760,617	—	226.0	...	...	...	1,379,791	446,200	7	100	...
Dec. 31, 1873	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.)......Illinois.	2,000,000	—	164,000	...	1,500,000	500,000	...	—	—	—	—	—	—	163,127	7	100	98¾
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	88,000	8	100	...
Dec. 31, 1873	57.6	—	6.7	—	—	—	—	—	K'm'zoo, All'g'n & G. Rap. (LS&MS). Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	...	...	...	...	103,800	6	100	...
Dec. 31, 1872	56.0	—	1.7	491.5	3	2	2	89	Kansas Central [illegible] ....Kas.	755,229	75,765	394,953	—	840,000	...	...	...	—	...	...	...	...	...	—	100	...
Mar. 31, 1874	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Jose[illegible]	8,567,729	1,003,410	...	634,775	2,789,414	6,826,500	...	...	260.7	(Return	s for 1872–	'73.)	1,237,813	418,213	—	100	...
Dec. 31, 1873	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.). Kan.	...	...	...	...	720,000	720,000	...	...	31.9	(Refu	sed.)		...	...	—	100	...
Dec. 31, 1873	639.0	34.0	48.0	—	88	55	18	1,316	Kansas Pacific...........Kansas & Col.	35,219,618	*	3,722,901	...	9,689,950	26,015,600	2,917,359	...	639.0	1,441,229	173,651	273,405	3,563,299	1,446,309	—	100	...
Dec. 31, 1873	99.0	—	11.2	—	17	15	6	312	Kentucky Central......................Ky.	...	...	...	...	...	1,081,000	...	...	99.0	(All r	efused.)		...	...	—	100	...
Mar. 31, 1874	162.0	—	14.0	—	16	10	5	289	Keokuk and Des Moines ....Iowa.	6,078,320	*	—	—	3,924,600	2,153,720	—	—	162.0	(Re-org	anized Ja	nuary 1, 1	874.)	...	—	100	...
Dec. 31, 1873	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln ....Maine.	2,707,573	*	72,900	11,762	363,335	2,395,000	34,000	—	49.0	96,715	91,795	13,392	141,720	68,082	—	100	...
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & [illegible]res. (C.&NW) Wis.	1,376,774	—	—	—	1,000	1,000,000	375,774	—	29.0	...	...	...	222,521	133,136	—	100	...
Jun. 30, 1873	80.0	—	3.5	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	80.0	199,672	...	100,965	157,131	34,926	—	100	...
Dec. 31, 1873	36.0	—	1.9	79.0	—	—	—	—	Laf., Muncie & Bloom'ton (T.W.&W.). Ill.	...	...	...	...	117,073	666,000	—	—	36.0	(Re	fused.)		...	...	—	100	...
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville. ....Ohio.	2,508,483	*	83,900	20,140	1,115,650	890,000	606,873	—	87.7	138,744	82,940	53,220	126,026	8,146	—	100	...
Sept. 30, 1873	51.3	6.0	5.4	83.7	6	8	2	201	Lake Ontario Shore Line......New York.	2,792,081	*	...	...	1,857,106	1,438,200	268,769	—	57.3	50,128	69,122	37,234	55,785	2,082	—	100	...
Dec. 31, 1873	540.4	640.4	618.6	—	462	171	83	9,843	Lake Shore & Mich. S.N.Y.P.,O. Ind.& Ill.	66,724,377	13,580,689	8,018,907	1,476,135	50,000,000	31,719,000	6,654,422	1,428,675	1,180.7	15,421,103	2,845,163	5,511,918	19,414,509	5,408,998	4	100	79⅞
Jun. 30, 1874	93.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley. Ohio.	4,585,170	*	64,303	587,978	2,024,295	2,876,000	283,956	153,300	101.1	...	152,604	283,109	340,089	136,037	—	100	...
Aug. 31, 1873	156.0	—	13.4	—	11	10	4	343	Lake Superior and Mississippi.....Minn.	7,081,000	—	—	...	5,125,000	7,647,000	15,000	—	211.0	...	81,559	...	484,811	—	—	100	...
Dec. 31, 1873	17.8	3.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) ....Pa.	715,126	—	39,548	—	360,200	355,000	9,458	—	20.8	...	...	...	189,382	75,753	10	100	...
Dec. 31, 1873	21.5	—	2.2	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.). Ks.	1,000,000	—	—	—	600,500	500,000	—	—	—	—	—	—	—	42,000	—	100	...
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	5,560,061	125,119	5,000,000	5,800,000	867,695	—	208.6	...	...	...	479,756	86,668	—	100	...
Dec. 31, 1873	15.0	—	1.5	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.)....Pa.	675,100	—	—	—	375,100	300,000	...	—	15.0	...	20,675	44,107	42,387	13,676	—	50	...
Dec. 31, 1873	105.0	32.3	100.0	—	92	14	12	7,762	Lehigh and Susquehanna (C. of N. J.). Pa.	12,757,395	*	—	(Owned	by Lehig	h Coal &	Nav. C	ompany.)	174.0	1,924,045	511,501	3,403,372	3,447,817	2,106,566	10	50	...
Nov. 30, 1873	101.0	132.4	228.7	—	194	44	29	9,726	Lehigh Valley..........................Pa.	19,750,425	*	15,384,664	—	23,222,446	10,875,000	1,837,643	—	233.4	...	1,096,820	6,373,196	7,424,895	3,540,035	10	50	121¼
Dec. 31, 1873	120.0	76.0	63.5	—	53	38	24	659	Little Miami & Col. Xenia (P.C.&S.L.) O.	6,789,473	*	260,964	44,910	4,608,250	1,590,000	...	—	196.0	—	—	—	1,401,548	162,018	8	100	...
Dec. 31, 1873	100.0	—	2.0	60.0	7	4	1	60	*Little Rock and Fort Smith* ¶..........Ark.	9,350,000	*	—	—	4,675,000	4,675,000	—	...	100.0	...	...	...	90,880	Loss.	—	100	...
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.) Pa.	1,400,000	*	—	—	700,000	700,000	—	—	....	(Operat	ions not r	eported.)			—	100	...
Nov. 30, 1873	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill (P. & R.)..........Pa.	1,416,188	—	10,000	—	2,646,100	759,500	—	—	—	—	—	—	214,839	209,669	7	50	98
May 31, 1873	93.0	2.0	5.0	—	9	5	3	245	Logansport, Crawfordsville & S. W...Ind.	3,500,000	*	—	—	1,500,000	2,000,000	—	—	118.0	(Operat	ions not r	eported.)			—	100	...
Dec. 31, 1873	9.0	—	—	—	—	—	—	—	Long Branch and Sea Shore (S.N.J.)..N. J.	398,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	12,000	—	100	...
Sept. 30, 1873	94.0	64.0	17.1	—	22	43	9	249	Long Island ¶...........................N. Y.	5,226,902	*	—	—	3,300,000	1,500,000	205,000	—	158.0	...	—	—	895,716	473,159	4	100	...
Dec. 31, 1873	101.1	—	9.2	—	—	—	—	—	Louisiana & Missouri River (C.&A.)..Mo.	5,902,440	—	—	—	1,516,500	1,516,500	1,588,343	—	—	—	—	—	—	138,370	—	100	...
July 1, 1873	93.5	81.4	23.1	23.0	42	26	13	379	Louisville, Cincinnati and Lexington..Ky.	7,981,305	*	—	—	2,474,483	4,234,519	1,709,147	—	174.9	...	...	...	1,210,382	301,719	—	100	...
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nomina	l.)	—	—	3,000,000	—	—	—	288.0	(No ret	urns furni	shed.)			—	100	...
Dec. 31, 1873	31.0	—	2.1	124.0	3	1	—	14	Louisv., N. Alb. & St. L. A. L...Ind. & Ill.	2,549,222	44,105	—	—	1,563,073	780,000	184,517	—	31.0	...	...	...	11,764	917	—	100	...
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,370,467	1,171,996	8,084,601	14,767,000	3,001,128	2,484,033	919.9	...	...	...	5,510,695	1,565,382	—	100	39⅞
Sept. 30, 1873	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence (B. & L.).........Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	—	—	—	—	21,786	18,815	6	100	...
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.).................Ga.	2,506,170	—	—	—	1,631,900	770,000	104,270	—	78.0	...	...	...	120,758	7,491	—	100	...
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Brunswick ¶...................Ga.	5,750,000	*	—	—	3,500,000	2,250,000	...	—	197.0	...	...	...	437,298	148,333	—	100	...
Jun. 30, 1873	38.0	—	6.0	—	[illegible]	[illegible]	[illegible]	[illegible]	Mahoning Coal (L. S. & M. S.)........Ohio.	2,199,888	[illegible]	[illegible]	[illegible]	1,075,000	1,075,000	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	100	[illegible]
Dec. 31, 1873	120.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶...........................Maine.	11,200,270	1,052,318	168,723	314,399	4,412,920	6,394,183	1,397,346	445,956	357.0	1,279,122	719,760	401,904	2,268,077	688,576	10	100	49½

Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Bowen and Lawrence (B. & L.)....Mass.	363,158	—	—	13,032	200,000	54,700	10,532	110,768	—	—	—	—	—	—	21,786	18,815	6	100	....
Dec. 31, 1873	187.0	10.0	5.6	—	12	19	4	170	Macon and Augusta (Ga.).....Ga.	2,506,170	—	—	—	1,631,900	770,000	104,270	—	78.0	....	....	....	....	....	120,758	7,491	—	100	....
Jun. 30, 1873	38.0	—	6.0	—	—	—	—	—	Macon and Brunswick ¶.....Ga.	5,750,000	*	....	....	3,500,000	2,250,000	....	—	197.0	....	....	....	....	....	437,298	148,333	—	100	....
									Mahoning Coal (L. S. & M. S.).....Ohio.	2,199,833	—	—	—	1,075,000	1,075,000	98,113	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	190.0	18.1	25.0	—	60	64	44	1,460	Maine Central ¶.....Maine.	11,200,270	1,052,313	168,723	314,399	4,412,920	6,394,183	1,397,846	445,956	357.0	1,279,122	719,760	401,904	2,268,077	683,576	—	100	49½
Mar. 31, 1873	22.4	—	5.1	—	—	—	—	—	Manchester and Lawrence....N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,027	100,722	10	100	....
Sept. 30, 1873	21.3	—	4.7	—	—	—	—	—	Mansfield & Framingham(B.C.&F.).Mass.	768,569	—	....	....	300,000	470,000	—	—	21.8	....	....	....	188,246	....	—	100	....
Jun. 30, 1873	44.0	—	1.8	179.0	—	—	—	—	Mans'fd, C'd Water & L.M.(Pa.)O.&Mich.	813,909	—	1,666	—	474,644	206,949	133,882	—	37.0	23,080	4,136	3,014	8,803	475,062	—	100	....
Dec. 31, 1873	191.0	86.0	64.0	—	84	27	16	1,231	Marietta and Cincinnati.....Ohio.	23,112,721	*	1,399,964	4,389,858	13,999,955	11,307,903	3,594,640	—	284.0	2,745,600	564,457	379,167	2,126,875	432,539	—	100	....
Jun. 30, 1874	97.0	5.5	6.5	—	6	6	2	114	Marietta, Pittsburg and Cleveland...Ohio.	3,413,749	*	....	151,035	1,473,393	1,530,000	498,264	63,121	102.5	....	74,932	57,349	115,413	....	—	100	....
Dec. 31, 1873	62.8	20.6	17.8	66.0	30	5	3	1,796	*Marquette Hough. & Ontonagon*.....Mich.	7,088,149	1,077,421	160,932	142,138	2,306,600	5,364,000	638,987	159,053	83.4	603,280	174,955	744,800	1,059,673	417,027	—	100	....
Dec. 31, 1873	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.)..Md. and Del.	1,500,000	*	....	....	500,000	1,000,000	....	—	54.0	96,560	....	....	....	....	—	100	....
Jun. 30, 1873	271.0	19.0	25.0	—	48	34	10	762	Mem. & Char. (S.R.S.Co.)...T., M. & Ala.	8,770,952	*	1,081,310	....	5,312,725	4,017,142	586,180	....	290.0	991,635	290,380	....	1,402,116	453,724	—	100	....
Jun. 30, 1873	131.0	—	2.5	—	14	8	3	127	Memphis and Little Rock¶.....Arkansas.	(Ne	w comp	any not y	et repor	ting.)	—	—	—	131.0	....	....	....	557,609	245,258	—	100	....
Dec. 31, 1873	9.8	—	1.1	12.7	—	—	—	—	Mercer & Somerset(U.Co's of N. J.).N.J.	735,218	—	—	—	270,900	471,000	—	—	—	—	—	—	—	51,943	7	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Air Line (M. C.)..Mich. & Ind.	2,698,847	—	—	—	....	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31, 1874	285.0	103.0	191.6	—	210	168	51	4,259	Michigan Central.....Mich., Ind. & Ill.	26,992,518	*	5,548,870	1,600,339	18,738,204	12,635,000	1,186,259	1,582,264	788.0	5,116,935	877,446	1,593,954	6,196,706	1,976,761	—	100	82½
Dec. 31, 1872	57.5	11.0	3.5	—	5	4	2	4	Michigan Lake Shore (Pa.).....Michigan.	1,349,125	*	....	70,100	450,000	880,000	80,324	—	68.5	620,742	112,122	55,314	117,744	26,401	—	100	....
Dec. 31, 1873	86.0	23.0	5.1	39.0	7	7	2	392	Midland .....Canada.	3,186,792	378,246	68,096	22,208	834,782	1,630,333	431,278	758,949	86.0	....	....	....	318,160	137,984	—	100	....
Dec. 31, 1872	84.0	—	5.0	—	5	3	2	100	Midland Pacific .....Nebraska.	3,200,000	*	....	....	1,600,000	1,600,000	....	—	84.0	....	....	....	....	....	—	100	....
Nov. 30, 1873	39.0	—	1.4	—	—	—	—	—	Milledgville & Eatonton (C. of Ga.)...Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Dec. 31, 1872	110.0	16.7	4.9	—	8	8	3	160	Milwaukee and Northern (W. C.)....Wis.	3,249,050	*	....	....	1,530,000	1,625,000	....	—	132.0	64,784	40,928	23,141	120,840	74,561	—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Milwaukee L. Shore and Western...Wis.	4,200,000	*	....	....	1,500,000	2,700,000	....	—	119.7	....	....	....	....	....	—	100	....
Dec. 31, 1873	52.8	—	85.0	—	—	—	—	—	Mine Hill and Schuy'l Haven(P.&R.).Pa.	3,969,100	—	76,498	....	3,969,100	—	—	—	—	—	—	—	—	294,271	7½	100	108
Dec. 31, 1873	12.5	—	1.3	87.5	2	2	—	12	Mineral Range .....Michigan.	348,000	—	—	....	99,655	161,800	88,726	7,976	12.5	(3 mos.)	12,008	6,378	19,422	7,973	—	100	....
Dec. 31, 1873	27.5	—	2.7	—	—	—	—	—	Missisquoi (C. V.) .....Vt.	742,697	—	—	—	243,500	500,000	—	—	—	—	—	—	—	....	—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi Cen. ¶ (S.R.As.)M.K.& Tenn.	17,266,837	*	....	....	5,425,535	8,000,000	3,831,302	—	237.0	....	....	....	1,442,525	619,194	—	100	....
Sept. 30, 1873	100.0	—	6.2	—	12	12	4	144	Mississippi and Tennessee¶..Miss. & Tenn.	3,833,393	*	....	....	825,407	2,211,214	136,121	—	100.0	273,595	....	....	560,651	240,929	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Mississippi Valley and Western.....Mo.	1,600,000	*	....	....	800,000	800,000	—	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1873	85.0	—	4.2	200.0	5	2	3	95	Missouri, Iowa and Nebraska..Mo. & Ia.	2,800,000	*	700,000	....	1,500,000	2,000,000	....	—	....	....	....	....	....	....	—	100	....
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri, Kansas and Texas..M.K.& Tex.	40,761,594	2,016,176	1,237,205	412,877	21,405,000	17,874,000	5,148,852	—	786.0	1,872,185	168,608	329,712	3,522,074	1,642,714	—	100	10
Dec. 31, 1873	160.0	—	8.9	—	21	14	7	792	Missouri River, Ft. Scott & Gulf.Kansas.	13,722,919	*	163,922	79,108	5,947,000	6,993,000	504,702	—	160.0	....	....	....	711,410	291,302	—	100	....
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard*¶.....Alabama.	1,715,521	294,871	105,601	17,675	1,279,933	711,000	143,635	—	84.0	....	29,410	....	135,968	4,241	—	100	....
Apl. 30, 1873	154.0	14.0	6.9	—	31	13	9	328	Mobile and Montgomery ¶.....Alabama.	5,474,554	724,590	191,308	429,703	2,034,800	2,590,500	769,046	—	168.0	....	....	....	691,277	162,518	—	100	....
Dec. 31, 1873	472.0	50.1	47.8	—	121	38	17	1,006	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	18,123,012	*	3,612,679	331,907	5,320,600	12,073,953	1,451,648	25,263	517.6	1,507,021	359,636	347,588	2,801,127	904,863	—	100	....
Oct. 31, 1873	80.0	—	4.0	—	5	5	2	69	Montg'y and Eufaula¶(L.N.&Gt.S.)..Ala.	3,417,920	*	....	197,311	1,149,350	1,810,000	429,716	91,702	80.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	23.8	—	4.3	—	—	—	—	—	Monticello and Port Jervis(Erie)...N. Y.	1,122,311	—	....	....	418,995	650,000	59,200	—	23.8	24,711	30,107	27,319	56,211	17,201	—	100	....
Dec. 31, 1873	84.0	34.0	144.0	—	30	21	10	757	Morris and Essex (D. I.&W.)..N. Jersey.	17,159,461	12,170,560	....	....	14,165,450	13,796,000	1,368,571	—	118.0	....	....	....	4,214,846	1,193,840	7	100	95½
Sept. 30, 1873	20.2	—	1.9	—	—	—	—	—	Nashua, Acton & B.(Fitchb.)N.H.&Mass.	679,960	—	140	5,880	253,700	142,000	280,150	(3 mos.	20.2	14,931	16,518	3,961	10,601	5,750	—	100	....
Sept. 30, 1873	14.5	—	18.5	—	18	21	8	422	Nashua and Lowell (B.& L.)N.H.& Mass.	881,597	155,659	99,520	105,696	800,000	105,535	120,828	216,109	43.2	371,205	937,628	272,088	615,846	83,452	10	100	115½
Sept. 30, 1873	122.0	12.5	8.6	—	22	9	6	177	Nashv. & Decatur ¶(L.N.&Gt.S.)T.& Ala.	3,837,619	433,218	655,704	59,108	1,511,807	2,624,000	518,853	327,120	134.5	328,629	108,179	48,583	453,012	160,686	—	100	....
Jun. 30, 1873	321.0	20.0	30.0	92.0	83	26	10	1,115	Nashv., Chattanooga & St.Louis¶.T.& Ala.	13,286,049	*	342,594	348,252	6,486,049	2,812,165	2,987,663	1,694,018	341.0	1,213,663	166,084	384,240	1,655,519	471,731	—	100	....
Sept. 30, 1873	57.0	4.5	4.9	—	12	14	4	281	Naugatuck .....Connecticut.	2,056,852	*	146,087	61,681	1,891,900	103,000	46,146	233,581	61.5	....	....	....	543,937	201,890	10	100	....
Dec. 31, 1873	5.5	—	—	—	—	—	—	—	Newark and Hudson (Erie).....N. J.	286,000	—	—	—	250,000	250,000	—	—	—	—	—	—	—	41,500	7	100	....
Dec. 31, 1873	8.0	—	10.0	—	—	—	—	—	Newark and New York (C. of N.J.)..N. J.	2,443,032	—	....	....	977,500	600,000	882,675	—	—	—	—	—	—	175,000	7	100	....
Jun. 30, 1873	43.7	1.2	3.8	—	—	—	—	—	Newark, Som'rst & Str'sv'le(S.M.&N.).O.	1,728,000	—	20,754	—	873,650	800,000	75,100	—	44.9	—	30,051	—	148,591	29,601	—	100	....
Sept. 30, 1873	21.5	16.1	8.2	—	9	22	11	157	New Bedford .....Mass.	977,413	241,544	25,500	48,040	1,010,100	171,500	52,405	58,492	37.6	126,156	351,627	159,911	292,307	82,481	8	100	105½
Sept. 30, 1873	8.3	—	0.4	—	2	1	—	—	New Canaan .....Conn.	230,747	26,343	—	—	164,050	86,000	9,860	—	8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Dec. 31, 1873	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.(P.Ft.W.&C.)Pa.	809,701	—	—	....	605,000	24,200	—	—	14.9	....	....	....	351,089	140,436	10	100	....
Sept. 30, 1873	13.0	—	1.3	—	3	4	2	27	New Haven and Derby.....Conn.	1,132,460	*	—	....	455,700	550,000	—	—	13.0	44,172	139,728	13,911	83,820	25,976	—	50	....
Sept. 30, 1873	52.0	—	5.0	—	4	8	2	112	N. Hav., Middlet'n & Willimantic .Conn.	5,987,500	*	....	....	677,500	4,000,000	1,268,750	—	52.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	83.9	25.4	20.7	—	20	17	7	404	New Haven and Northamp.Conn. & Mass.	3,669,786	783,012	194,174	67,906	2,459,850	1,900,000	286,024	69,004	109.3	449,429	390,220	298,888	660,057	190,122	3	100	....
Dec. 31, 1873	74.0	—	6.8	—	18	20	6	189	New Jersey Midland.....New Jersey.	8,795,859	*	....	....	3,000,000	5,000,000	1,000,000	—	74.0	....	....	....	....	....	—	100	....
Dec. 31, 1873	70.5	45.0	12.0	—	22	62	7	381	New Jersey Southern.....New Jersey.	9,820,000	*	....	....	5,000,000	4,820,000	....	—	115.5	....	....	....	745,794	39,607	—	100	3
Sept. 30, 1873	100.0	—	2.8	—	21	15	8	266	N. London Northern (C.V.)Conn.& Mass.	1,651,126	187,443	110,074	25,671	1,428,800	390,000	123,978	31,525	100.0	523,988	324,472	206,008	606,956	150,000	10	100	105
Dec. 31, 1873	206.0	43.0	35.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North.¶.L. & M.	15,279,042	*	—	1,658,368	4,734,000	8,000,000	1,176,020	3,037,390	206.0	....	....	....	1,790,489	803,261	—	100	....
Dec. 31, 1872	203.0	—	....	532.0	....	....	....	....	N. O., Mobile and Texas ¶...Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1873	130.8	4.0	45.5	—	39	79	39	838	N. York and Harlem(N.Y.C.&H.R.)N.Y.	14,486,514	1,549,945	2,366,082	—	9,000,000	7,038,069	667,375	1,566,725	161.8	911,879	1,962,970	430,055	3,369,169	1,440,810	8	100	128
Sept. 30, 1873	85.8	53.2	30.7	71.0	30	39	17	418	N. Y., N. H. & Hartford. N.Y. C.& Mass.	22,500,000	633,200	....	....	20,000,000	2,500,000	....	—	139.0	637,515	1,723,337	363,734	728,568	128,546	—	100	....
Feb. 28, 1873	248.0	131.0	66.0	120.0	84	51	30	1,683	New York and Oswego Midland....N.Y.	17,896,236	2,241,918	979,159	—	7,183,082	10,454,655	3,256,662	368,012	551.0	....	....	....	....	....	—	100	....
Sept. 30, 1873	441.8	298.4	851.8	—	519	421	177	13745	New York Central & Hudson River.N.Y.	78,014,954	*	39,140,046	....	89,428,300	27,725,533	1,167	....	858.3	17,259,361	7,630,741	5,522,724	29,126,851	10,741,480	8	100	101½
Sept. 30, 1873	75.0	—	4.8	76.0	7	9	3	121	New York, Kingston and Syracuse.N.Y.	3,245,000	*	....	....	2,662,922	2,000,000	92,692	—	75.0	—	(No	returns.)	—	—	—	100	....
Sept. 30, 1873	124.3	16.7	167.6	—	88	171	59	1,324	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,577,627	2,075,711	1,593,610	2,023,516	15,500,000	1,126,500	1,089,669	1,554,395	141.0	1,848,201	3,892,674	895,985	4,701,236	1,846,972	10	100	133
Aug. 31, 1874	62.5	1.3	57.0	—	24	25	8	238	N. Y., Providence & Boston..Conn.&R.I.	2,903,092	*	....	....	2,500,000	1,253,000	....	—	63.8	486,430	637,760	254,110	947,360	383,637	10	100	....
Sept. 30, 1873	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua (N. Y. C.).N.Y.	3,210,616	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
May 31, 1874	223.0	—	11.7	—	24	18	10	285	North Carolina ¶ (R. & D.).....N.C.	4,942,261	*	366,200	101,861	4,000,000	418,500	178,889	812,933	—	—	—	—	266,478	234,393	2½	100	....
Feb. 28, 1874	102.0	—	9.0	—	14	14	5	137	Northeastern ¶ .....S. C.	2,176,323	*	64,184	44,507	996,350	1,185,528	93,498	—	102.0	279,076	68,922	....	403,851	145,216	—	50	....
Dec. 31, 1873	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.	....	—	....	....	....	....	....	—	72.0	....	....	....	....	....	—	100	....
Oct. 31, 1873	55.6	12.1	48.5	—	42	42	21	908	North Pennsylvania.....Pa.	7,174,125	1,285,451	1,567,582	....	3,596,500	4,456,600	252,985	....	75.0	709,286	984,723	996,213	1,477,540	498,878	5s	50	103
Jun. 30, 1874	62.6	—	3.8	—	—	—	—	—	Northwestern Union (C. & N. W.)...Wis.	3,500,000	—	—	—	—	3,500,000	—	—	62.6	—	—	—	165,049	108,383	—	100	....
Jun. 30, 1873	23.0	—	1.0	115.0	2	2	4	16	North and South Georgia ¶.....Ga.	656,000	24,197	....	33,901	472,523	240,000	61,573	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	138.0	4.0	129.5	—	141	69	42	6,264	Northern Central ¶.....Md. & Pa.	11,959,069	3,470,815	3,000,000	895,882	5,842,000	11,419,756	1,599,924	464,086	357.0	....	....	....	5,031,365	1,152,704	—	50	66½
Mar. 31, 1874	69.2	13.4	17.6	—	29	16	7	513	Northern New Hampshire.....N. H.	3,868,400	*	499,300	455,828	3,068,400	102,000	346,938	506,190	82.6	477,456	199,066	382,947	707,760	234,234	8	100	95½
Dec. 31, 1873	21.3	—	4.6	—	—	—	—	—	Northern New Jersey (Erie) .....N. J.	527,452	—	872,548	....	1,000,000	400,000	—	—	—	—	—	—	—	108,200	8	100	....
Aug. 31, 1873	491.3	—	9.3	512.0	79	24	24	1,679	*Northern Pacific*...Minn.,Dak.,Wash.&c.	26,285,114	*	1,569,676	1,390,283	18,239,300	24,841,046	6,961,000	—	211.0	....	33,786	....	354,635	....	—	100	....
Sept. 30, 1873	59.4	7.0	14.0	—	21	15	7	523	Norwich and Worcester ¶..Conn.& Mass.	3,395,160	*	833,739	78,016	2,823,400	609,000	443,057	431,459	66.4	403,996	377,588	329,624	853,947	281,101	10	100	123
Sept. 30, 1873	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg & L. Champlain(C.V.).N.Y.	5,796,921	*	....	—	5,077,000	1,012,000	—	—	—	—	—	—	—	456,350	7	100	43½
Jun. 30, 1874	340.0	55.0	39.1	—	114	58	34	2,588	Ohio and Mississippi.....O., Ind. & Ill.	35,527,563	*	—	518,715	24,030,000	10,863,000	603,905	—	395.0	3,020,602	469,185	931,465	3,478,074	931,193	—	100	31½
Dec. 31, 1873	95.0	28.0	55.5	—	32	19	5	315	Oil Creek and Allegheny Valley.....Pa.	8,615,633	1,008,331	50,000	....	4,959,450	3,680,000	249,105	....	123.0	663,296	445,707	556,546	1,067,734	342,738	6	50	16½
Sept. 30, 1874	217.1	39.9	63.4	—	62	137	25	1,224	Old Colony.....Mass.	10,519,176	....	1,532,308	699,490	6,741,239	4,438,000	926,549	645,085	256.9	1,377,379	4,375,316	633,727	2,390,310	475,101	7	100	106½
Dec. 31, 1873	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....N. Y.	950,953	—	—	....	300,000	550,000	....	—	—	—	—	—	—	62,500	8	100	....
Sept. 30, 1873	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse (D. L. & W.).N.Y.	1,445,114	*	....	....	1,144,400	180,000	....	—	—	—	—	—	—	115,596	9	100	....
Dec. 31, 1873	283.5	15.5	....	—	—	—	—	—	*Pacific* (A. and P.).....Mo.	20,500,000	*	....	....	7,000,000	13,500,000	....	—	486.7	....	....	....	1,408,500	1,383,500	5	100	47½
Dec. 31, 1873	115.6	—	4.9	50.4	8	4	2	97	Paducah and Memphis....Ky. and Tenn.	4,124,108	206,103	579,597	233,616	2,924,150	1,541,000	610,062	68,212	90.0	....	....	....	156,849	68,212	—	100	....
Jun. 30, 1873	11.0	—	0.7	53.4	4	1	1	46	Painesville and Youngstown.....O.	570,892	*	—	....	571,000	—	—	—	11.0	—	23,251	2,849	13,029	—	—	100	....
Jun. 30, 1873	34.0	—	0.9	—	—	—	—	—	Paris and Danville.....Ill.	1,360,000	—	—	—	160,000	1,190,000	10,000	—	34.0	27,456	19,819	....	33,917	(Deficit)	—	100	....
Jun. 30, 1873	72.0	—	6.0	—	7	5	3	127	Paris and Decatur.....Ill.	2,800,000	*	....	....	1,600,000	1,200,000	150,000	—	94.0	—	—	....	34,949	(Deficit)	—	100	....
Dec. 31, 1873	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie).....N. J.	630,000	—	—	—	630,000	—	—	—	—	—	—	—	—	53,400	8½	100	....
Dec. 31, 1873	12.0	—	2.6	—	—	—	—	—	Paterson and Newark (Erie).....N. J.	896,162	—	—	—	250,000	500,000	—	—	—	—	—	—	—	35 p. c.	—	100	....
Dec. 31, 1873	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)..... N. J.	350,000	—	—	—	248,000	100,000	—	—	—	—	—	—	—	26,500	7	100	....
Jun. 30, 1873	67.2	—	3.0	—	—	—	—	—	Pekin, Lincoln and Decatur.....Ill.	2,576,000	—	—	....	1,500,000	1,076,000	....	—	67.2	119,469	47,627	98,848	141,261	38,738	—	100	....
Dec. 31, 1872	119.0	—	5.0	86.0	4	3	2	46	Peninsular (C. and L. H.)...Ind. & Mich.	6,716,351	*	....	....	1,995,000	4,340,000	381,351	—	119.0	....	....	46,333	109,913	Loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.		
Dec. 31, 1873	354.9	69.0	554.9	—	878	385	136	17589	Pennsylvania .....Pennsylvania	48,571,808	*	97,782,380	4,371,449	68,144,475	43,145,785	22,592,815	6,842,563	869.4	.....	5,879,684	9,998,794	24,886,009	9,044,978	10	50	105¼
Dec. 31, 1873	47.0	15.8	57.0	—	23	8	—	1,300	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	3,052,500	.....	4,000,000	487,500	565,000	.....	47.0	.....	3,970	1,391,454	28,501	.....	20	50	243
Dec. 31, 1873	41.5	—	1.4	—	—	—	—	—	Pennsylvania and Delaware (Penn.) ..Pa.	2,502,000	—	—	—	900,000	1,602,000	71,546	—	—	(Opene	d July 1, 1	873.)	.....	.....	—	50	....
Nov. 30, 1873	104.6	22.6	21.2	—	18	2	—	992	Pennsylvania and N. York.N.Y. & Penn.	5,351,750	791,077	.....	.....	4,061,700	3,000,000	74,017	—	127.2	752,452	191,584	1,338,081	1,485,806	403,405	2½	50	....
Nov. 30, 1873	23.8	—	3.1	12.7	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,388,700	—	18,529	—	38,040	1,821,800	20,478	—	—	—	—	—	—	—	—	50	....
Dec. 31, 1873	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ¶.....Fla.	455,327	64,300	150,000	.....	450,000	—	219,627	—	45.2	76,850	16,690	.....	88,930	35,357	—	100	....
Dec. 31, 1870	—	—	—	76.0	—	—	—	—	Peoria, Atlanta and Decatur.....Ill.	800,000	—	—	—	600,000	300,000	—	—	—	—	(Unde	r construc	tion.)	—	—	100	....
Dec. 31, 1873	47.0	—	7.4	—	—	—	—	—	Peoria and Bureau Valley (C.R.I.&P.).Ill.	1,566,000	—	—	—	1,266,000	300,000	—	—	—	—	—	—	—	125,000	8	100	....
Jun. 30, 1873	83.0	—	11.5	—	12	7	4	171	Peoria, Pekin and Jacksonville...Illinois.	3,260,351	345,797	45,000	.....	1,239,700	2,000,000	411,448	—	83.0	280,562	.....	135,465	319,168	30,952	—	50	....
Jun. 30, 1873	91.0	—	4.0	—	8	5	2	163	Peoria and Rock Island.....Ill.	3,772,327	*	.....	.....	1,858,950	1,650,000	49,639	—	9.0	276,058	70,500	194,348	300,045	105,368	—	100	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ¶.....Virginia.	1,817,985	*	.....	.....	1,324,200	500,000	356,112	—	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1873	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,811,107	177,744	—	—	220,606	1,500,000	46,945	—	57.0	182,886	309,498	138,262	303,221	78,339	—	50	....
Dec. 31, 1873	287.6	—	121.7	—	—	—	—	—	Philadelphia and Erie ¶ (Penn.).....Pa.	23,777,743	—	2,241,800	16,866	8,448,700	16,625,000	1,335,709	—	287.6	2,912,351	777,273	2,164,246	3,842,067	428,756	—	50	32½
Sept. 30, 1873	20.0	—	25.0	—	24	45	13	192	Phila., Germ. and Norrist'n (P.& R.)..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	.....	.....	32.3	.....	.....	.....	281,623	269,791	12	50	182
Dec. 31, 1873	3.0	—	—	24.0	—	—	—	—	Phila., Newtown and New York.....Pa.	440,400	—	—	—	199,360	164,000	57,000	—	—	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1873	98.4	228.6	432.2	—	400	220	60	19018	Philadelphia and Reading..Pennsylvania.	28,260,889	7,480,719	48,349,053	1,741,889	34,269,575	44,188,715	4,876,055	2,498,205	725 3	8,361,682	6,790,088	9,847,747	14,832,661	5,357,766	10	50	109¾
Dec. 31, 1873	26.6	—	39.7	—	—	—	—	—	Philadelphia and Trenton (Penn.).....Pa.	1,534,479	—	—	—	1,259,100	—	—	—	36.6	882,160	1,747,216	1,400,983	1,995,606	448,574	10	100	128
Oct. 31, 1873	95.3	14.8	121.6	—	70	160	...	1,240	Phila., Wilm. and Baltimore.Pa. D.& Md.	11,814,764	*	2,103,295	840,363	11,507,750	1,900,000	279,120	743,053	111 8	1,437,207	853,937	836,979	3,074,881	1,095,265	8	50	109¼
Nov.30, 1873	11.3	—	43.0	—	—	—	—	—	Pickering Valley (P. & R.).....Pa.	474,551	—	—	—	92,875	332,300	161,368	—	—	.....	.....	.....	—	4,751	—	50	....
Dec. 31, 1873	193.0	8.0	50.8	—	104	34	19	1,648	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	19,682,344	*	3,496 277	—	8,433,750	15,010,586	3,854,872	—	201.0	.....	.....	.....	3,841,214	478,298	—	50	....
Dec. 31, 1873	468.3	—	180.0	—	269	133	54	9,789	Pittsburg, Ft. W. and Chic..P., O., I. & I.	37,368,286	*	—	—	23,814,286	14,554,000	14,230	—	500.6	7,878,666	2,134,653	2,365,846	9,619,074	3,522,032	7	100	93½
Dec. 31, 1873	30.0	—	4.9	150.0	4	6	3	65	Pitt'sbg, Virg. & Charleston..Pa.& W.Va.	1,106,167	37,226	556,038	.....	673,264	700,000	244.672	—	30.0	57,900	140,188	4,828	67,137	16,941	—	50	....
Oct. 31, 1874	149.6	1.9	38.2	4.6	31	15	8	421	Pittsburg, Washington & Balt...Pa.& Md	12,301,712	811,219	101,309	.....	1,960,682	9,500,000	2,192,417	—	169.2	.....	.....	.....	1,564,993	8,546	—	50	....
Sept. 30, 1873	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,685	—	—	6,315	450,000	—	—	—	—	.....	.....	.....	—	27,000	6	100	....
Nov.30, 1873	71.3	—	3.6	38.7	6	15	5	117	Portland and Ogdensburg....Me. & N. H.	2,502,115	*	125,862	200,937	1,045,270	1,384,000	321,710	77,934	65.3	147,741	73,908	46,045	144,982	49,075	—	100	....
Aug 31, 1874	52.5	—	5.5	—	6	7	4	139	Portland and Rochester.....Me. & N. H.	1,941,396	*	234,897	13,729	636,112	1,446,500	107,410	—	52.5	139,799	156,332	66,065	158,389	47,288	—	100	....
Sept. 30, 1873	52.0	—	8.1	—	19	—	7	167	Portland, Saco and Portsmouth (Etn.).Me.	1,500,000	*	—	—	1,500,000	—	—	—	—	—	—	—	—	150,000	10	100	111
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	130	Port Royal ¶ (Ga.).....South Carolina.	5,500,000	*	—	.....	3,000,000	2,500,000	.....	—	—	—	—	—	—	—	—	25	....
Sept. 30, 1873	71.4	—	4.9	—	—	—	—	—	Portsm'th, Gt. Falls & Conway(Etn.).Me.	1,229,689	—	.....	.....	767,200	462,489	.....	.....	—	—	—	—	—	—	6	100	35
Sept. 30, 1873	41.9	—	2.5	4.8	4	5	...	91	Poughkeepsie and Eastern....New York.	1,475,430	*	.....	.....	524,464	722,500	479,689	—	46.1	95,055	82,180	44,508	86,213	14,241	—	100	....
Sept. 30, 1873	22.8	—	2.0	48.9	2	3	1	65	Providence and Springfield..R.I. & Mass.	933,408	*	—	.....	472,890	414,000	47,518	—	22.8	.....	32,512	5,653	18,418	9,543	—	100	....
Sept. 30, 1873	13.6	—	—	—	4	10	...	20	Providence, Warren and Bristol.....R. I.	526,515	*	—	.....	437,917	50,000	38,597	—	13.6	.....	379,227	20,504	113,505	9,265	—	100	....
Sept. 30, 1873	43.4	1.0	45.2	—	29	40	...	692	Providence and Worcester..R. I. & Mass.	1,976,025	735,748	—	271,267	2,000,000	500,000	387,810	95,230	—	526,128	1,785,067	530,620	963,345	257,103	10	100	....
Dec. 31, 1873	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ¶.....Del. & Md.	351,000	*	.....	.....	260,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,990	—	50	....
Jun. 30, 1873	42.0	—	4.0	—	1	2	2	44	Quincy, Alton and St. Louis.....Ill.	1,832,100	*	.....	32,200	780,000	1,000,000	52,000	—	42.0	56,000	.....	.....	68,939	(Deficit)	—	100	....
Dec. 31, 1873	70.0	—	1.7	160.0	...	...	...	.....	Quincy, Missouri and Pacific.....Mo.	2,000,000	.....	.....	.....	700,000	20,000p.m	.....	—	....	(Under	constructi	on.)	.....	.....	—	100	....
May 31, 1873	44.0	—	3.0	62.0	3	3	3	50	Raleigh and Augusta Air-Line ¶..N. Car.	1,134,221	89,785	.....	.....	876,000	.....	.....	—	44.0	.....	.....	.....	73,474	28,343	—	100	....
May 31, 1873	97.0	—	5.0	—	16	10	4	134	Raleigh and Gaston.....North Carolina.	1,500,000	*	155.300	102,935	1,500,000	—	92,150	166,085	97.0	.....	47,069	98,052	369,646	178,652	—	100	....
Nov.30, 1873	40.0	8.0	8.1	10.7	8	7	1	29	Reading and Columbia (P. & R.).....Pa.	2,072,959	220,041	62,566	.....	508,268	1,000,000	1,215,911	—	48.0	242,123	138,771	382,399	310,517	92,179	—	50	....
Sept.30, 1873	101.5	80.9	47.9	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.)..N. Y.	8,328,362	*	.....	.....	6,000,000	2,000,000	.....	—	182.4	820,468	1,037,327	616,634	1,965,857	903,072	8	100	112
Sept.30, 1873	189.0	6.9	16.8	—	35	20	9	462	Richmond and Danville ¶.....Virginia.	5,729,729	*	2,100,682	234,278	4,000,000	2,485,411	1,435,905	143,372	195.9	599,792	141,767	227,729	957,129	447,369	...	100	....
Sept. 30, 1873	86.0	—	6.7	—	13	21	16	134	Richmond, Fred'burg and Potomac ¶..Va	2,727,840	*	131,596	254,875	1,509,829	889,698	82,639	632,148	86.0	199,825	173,985	45,677	496,744	231,136	2	100	....
Sept. 30, 1873	22.5	2.7	4.2	—	8	9	4	164	Richmond and Petersburg ¶.....Va.	1,215,404	*	48,483	30,119	847,100	326,296	81,527	49,183	46.7	110,712	126,947	91,887	160,227	36,685	—	100	....
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv.& Chesapeake ¶.Va.	1,257,640	*	.....	.....	650,000	607,640	.....	—	38.3		(No	report sup	plied.)		—	100	....
Dec. 31, 1873	18.5	—	1.8	—	—	—	—	—	Rochester & Genesee Valley(Erie).N. Y.	671,303	—	.....	.....	557,560	—	.....	—	—	(Rental	18 p. c. of	earnings.)	—	34,012	—	100	....
Sept. 30, 1873	—	—	—	105.0	—	—	—	—	Rochester and State Line.....N. Y.	735,649	—	183,649	—	24,000	894,000	90,000	—	—	—	—	—	—	—	—	100	....
Sept.30, 1873	10.0	—	—	140.0	...	...	...	.....	Rochester, Nunda & Penn. (3 ft.)...N. Y.	716,327	*	.....	.....	625,600	—	58,200	—	—	—	—	—	—	—	—	100	....
Apr 30, 1874	253.6	25.0	26.7	—	31	14	6	932	Rockford, Rock Island and St. Louis..Ill.	16,095,311	*	18,007	178,951	6,493,579	9,000,000	484,488	303,402	318.9	.....	.....	...[22 mos.	1,696,124	369,703	—	100	....
Dec. 31, 1873	141.1	48.6	28.4	—	42	32	16	909	Rome, Watertown and Ogdensburg.N. Y.	4,789,198	*	147,969	305,486	3,146,800	1,908,249	44,979	142,625	218.2	.....	.....	.....	1,230,555	360,488	7	100	77½
Dec. 31, 1873	120.0	—	18.0	—	—	—	—	—	Rutland (C. V.).....Vermont.	9,129,946	*	143,947	92,617	6,648,400	1,972,800	745,700	—	239.0	.....	.....	.....	970,229	492,400	2	100	....
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis.....Mich.	525,716	87,854	.....	4,173	121,775	346,000	149,968	—	34.0	58,650	.....	.....	134,629	79,810	—	100	...
Dec. 31, 1873	22.0	—	6.5	—	5	8	...	230	St. Croix and Penobscot ¶.....Me.	364,000	*	.....	20,603	100,000	227,700	7,000	—	22.0	.....	.....	.....	70,952	28,861	3	50	....
Aug.31, 1873	187.0	—	20.0	38.0	19	...	...	.....	St. Joseph and Denver City..Kan.& Neb.	11,221,764	420,925	245,000	3,803	4,000,000	7,000,000	734,425	157,067	187.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	197.0	18.0	21.0	—	13	11	4	590	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	241,609	4,768,400	7,000,000	241,609	—	265.0	.....	.....	.....	1,042,898	593,849	—	100	11
Jan. 31, 1874	43 3	—	2.2	—	—	—	—	—	St. Louis & C. Rapids (St.L.,K.C.&N.)Ia.	—	(Statem	ents not	received.)	—	—	—	—	—	—	—	—	—	90,329	3,111	—	100	....
Dec. 31, 1873	195.5	15.3	39.7	—	85	23	15	1,618	*St. Louis and Iron Mountain* ¶...Missouri.	19,103,348	*	247,884	—	10,000,000	8,622,000	431,149	298,083	210.8	947,849	537,276	682,903	1,964,281	596,426	3	100	26¾
Jun. 30, 1873	310.0	48.0	25.0	—	46	27	12	1,175	St. Louis & S. Eastern...Ill., Ky. & Tenn.	8,828,400	*	.....	.....	4,628,400	3,200,000	.....	—	—	524,786	70,531	515,719	661,753	265,882	—	100	....
Dec. 31, 1873	76.5	—	2.1	—	—	—	—	—	St. Louis & St. Jos. (St.L.,K.C.& N.).Mo.	2,000,000	—	—	—	—	1,000,000	(Sold un	der forec	losure	Feb. 18,	1874 for $1	00,000.)	—	.....	.....	—	100	....
Dec. 31, 1873	41.5	—	2.3	138.5	—	—	—	—	St. L., C. Bluffs & Omaha(St.LK.C&N.)M.	2,200,000	—	.....	.....	1,100,000	16,060p m	.....	—	—	—	—	—	—	(Rental.)	65,000	—	100	....
Dec. 31, 1873	150.6	—	11.6	—	—	—	—	—	St. Louis, Jacksonv. & Chic.(C. & A.).Ill.	5,073,600	—	.....	.....	2,348,600	2,725,000	.....	—	—	—	—	—	—	240,000	—	100	....
Jan. 31, 1874	265.5	87.5	24.8	27.3	91	33	18	1,529	St. L., Kansas City & Northern.....Mo	30,152,381	*	350,000	569,474	24,000,000	6,000,000	1,071,854	—	581.7	.....	435,326	501,595	2,755,194	204,762	—	100	....
Dec. 31, 1873	157.8	—	24.4	—	32	14	8	841	St. Louis, Vandalia & T. H. (T.H&I).Ill.	8,256,255	*	226,930	.....	2,378,158	5,499,000	467,325	—	157.8	.....	.....	.....	1,130,813	337,768	—	100	....
Aug.31, 1873	108.5	—	4.7	161.0	—	—	—	—	*St. Paul and Pacific*.....Minn.	11,250,000	—	.....	.....	—	10,500,000	750,000	—	35.0	25,256	16,417	15,786	32,345	509	—	100	....
Aug.31, 1873	207.0	76.0	19.4	—	28	20	6	374	*St. Paul and Pacific* (1st Div.).Minnesota.	17,214,350	*	.....	.....	1,968,600	15,245,750	472,942	—	283.0	.....	.....	.....	763,805	165,964	—	100	....
Aug.31, 1873	121.3	—	10.0	—	14	6	4	255	St. Paul and Sioux City.....Minn.	4,628,778	*	.....	.....	2,400,000	1,851,500	216,227	—	121.3	244,766	77,755	.....	509,443	40,172	—	100	....
Aug 31, 1873	17.6	3.2	1.0	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls...Minn.	780,817	*	.....	.....	277,500	450,000	37,000	—	20.8	29,280	22,800	.....	63,718	31,863	—	100	....
Sept.30, 1873	16.9	—	2.6	—	—	—	—	—	Salem and Lowell (B. & L.).....Mass.	481,469	—	—	2,714	243,305	226,900	13,978	—	—	—	—	—	17,500	16,784	1	100	....
Jun. 30, 1874	116.3	—	17.1	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.)..O.	3,368,620	*	—	50,430	1,057,553	2,306,500	5,181	69,216	116.3	970,912	179,279	466,410	717,251	45,794	—	100	....
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,268,966	*	.....	.....	1,000,000	1,427,800	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	11.0	—	21.5	—	—	—	—	—	Schuylkill Valley (P. & R.).....Penn.	576,050	—	—	—	576,050	—	—	—	—	—	—	—	—	28,803	5	50	....
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke.Va. & N. Carolina.	2,058,152	*	568,669	.....	1,365,000	210,000	.....	—	80.0	.....	34,867	.....	609,678	198,004	8	100	....

Apr. 30, 1872	237.0		11.9		39	19	7	411	*Selma, Rome and Dalton* ¶. Ala. Ga. & Tenn.	12,980,000	*			3,750,000	9,230,000			237.0	(No	statement	furnished.)				100	
Dec. 31, 1873	28.0		4.5						Shamokin Valley and Pottsville (N.C.). Pa.	1,208,050		1,655,400		869,450	1,994,000			28.0	170,978	47,865	760,305	350,487	157,172	6	50	
Dec. 31, 1873	78.5		5.6		5	5	3	172	Sheboygan and Fond du Lac.. Wisconsin.	2,622,861	*			1,276,000	1,509,000	86,689		78.5	131,140	62,214	59,188	135,777	3,687		100	
Nov. 30, 1873	31.1		5.2		7	4	1	211	Shenango and Allegheny (A.& Gt.W.). Pa.	1,091,747	86,355			199,000	800,000	124,315		31.1	101,065	26,584	166,350	157,301	59,005		50	
Sept. 30, 1873	32.3		1.0		2	2	1	24	Shepaug Valley........Conn.	241,300	*			239,850		817		32.3	12,770	9,469	3,998	13,499	233		100	
Sept. 30, 1873	50.0		5.1						Shore Line (N. Y., N. H. and H.).. Conn.	1,200,000				1,000,000	200,000			50.0				413,081	92,658	7	100	
Aug. 31, 1873									*Sioux City and Pacific*...... Neb. & Iowa.		*														100	
Aug. 31, 1873	122.4		7.4		11	6	3	386	Sioux C. and St. P. (St.P.&S.C.) Ia.& Minn.	4,803,936	*			2,800,000	1,740,000			147.4	56,414	10,766		73,996	52,386		100	
Sept. 30, 1873	35.0		2.0		3	2	1	81	Sodus Point and Southern........N. Y.	1,479,000	*			715,967	1,200,000		[8½ mos	35.0	37,753	41,941	15,172	27,710	986		100	
Jun. 30, 1874	182.0		16.1						South and North Ala. (L.N.&Gt.S...) Ala.	5,829,001				4,100,000	5,726,006	1,729,001		182.0				561,275	95,589		100	
Dec. 31, 1872	137.0	106.0	33.7		42	49		530	South Carolina ¶ ....South Carolina.	8,057,935	886,535	2,931,159	141,584	5,819,275	4,668,645	1,568,843	160,453	243.0	897,530	188,607	294,784	1,491,016	576,465		100	
Sept. 30, 1873	11.6		2.1		3	12	2	15	South Shore........Mass.	501,593	*	126,500	25,078	259,685	275,000	10,920	107,557	11.6	57,703	394,360	36,596	94,788	17,381		100	
Sept. 30, 1873	57.0	1.3	20.0	11.0	20	50	5	117	South Side (L. I.) ....New York.	4,531,734	*			1,000,000	3,250,000	967,658		73.3	340,266	679,055	65,663	488,410	192,742		100	
Sept. 30, 1873	116.0		14.0		14	7	5	401	Southern Central........N. Y. & Pa.	5,837,290	355,390		1,702	1,784,080	2,264,739	145,563		116.0	391,070	209,778	237,304	445,317	160,815		100	
Apr. 30, 1873				80.0					Southern Maryland........Md.	(Und	er const	ruction.)		1,000,000	2,200,000					(No part	completed	.)			100	
Dec. 31, 1873	167.5		10.3		12	7	3	269	Southern Minnesota ....Minnesota.	9,328,446	*		127,883	3,825,000	4,592,000	1,089,329		167.5	355,868	42,444	144,175	663,233	187,039		100	
Jun. 30, 1873	202.0		10.1	828.0	19	25	8	371	Southern Pacific........California.	10,156,408	663,577	9,306,402	204,655	12,210,200	8,050,000		50,842	152.0	460,254	330,000	182,661	1,035,312	576,572		100	
Nov. 30, 1873	143.0	162.5	22.9	12.5	34	28	7	383	Southwestern (Cent. of Ga.)..... Georgia.	4,587,313	*			4,211,600	691,000								371,516	7	100	
Sept. 30, 1873	47.1		1.5		4	2	1	25	Springfield, Athol and Northeastern. Mass.	1,217,850	38,487	73,400	305	809,760	345,000	170,155	5,128	47.1	66,900	36,246	16,558	52,312	10,556		100	
Jun. 30, 1873	221.4		11.5		12	16	6	204	Springfield & Ill. So. Eastern..... Illinois.	7,610,251	300,379	6,993	205,492	3,784,500	3,866,000	260,154	212,461	221.4	430,016			371,220	(Deficit)		100	
Sept. 30, 1873	22.0		3.2						Stockbridge and Pittsfield (H.)..... Mass.	448,700		2,550	536	448,700		3,067	19					183,500	26,485	6	100	
Sept. 30, 1873	13.2		0.9						Stony Brook (N. and L.)........Mass.	276,601		23,492	4,660	300,000		1,089	3,664					18,300	18,117	6	100	
Dec. 31, 1873	24.0		1.5						Sullivan and Erie (P. and N. Y.)...... Pa.	1,597,718		1,000,000		1,500,000	1,000,000	196,992							18,045		100	
Dec. 31, 1873	43.5		3.3						Sunbury and Lewiston (Penn.)..... Penn.	1,900,000				1,400,000	1,400,000										50	
Dec. 31, 1873	17.0		0.3	83.0	2	1		2	Susq., Gettysburg and Corwin........Pa.	181,000	*	1,319,000		1,500,000			21,406		45,126	9,054	18,367	31,079	7,109		50	
Dec. 31, 1873	28.0	7.0	2.9						Sussex........New Jersey.	1,873,600	*			1,638,600	235,000		11,421	35.0	90,000			129,165	42,931	2	100	
Sept. 30, 1873	81.0		18.3		11	10	2	360	Syracuse, Bing. and N. Y. (DL&W.). N.Y.	4,036,139	*			2,400,000	1,670,000	198,422		81.0	474,718	192,539	616,990	769,652	281,919	6	100	
Sept. 30, 1872	26.0	1.0	2.1	16.0	3	6	2	40	Syr. and Chenango (re-org. Aug. 1, '73) N.Y.	1,227,047	*			1,063,400	500,000	229,998		26.0	23,528	49,219	29,914	23,199	(Ddficit)		100	
Sept. 30, 1873	45.0		3.8		5	6	4	65	Syracuse Northern........New York.	1,841,417	*			1,179,600	1,100,000			45.0	112,320	128,892	40,566	139,328	20,479		100	
Nov. 30, 1873	79.7	29.6	32.2		40	21	14	1,070	Terre Haute and Indianapolis.... Indiana.	3,081,378	*	1,372,134	660,428	1,988,150	1,316,000	604,037	1,205,753	109.3	860,344	226,745	285,607	1,107,259	282,183	11	100	
Dec. 31, 1873	320.0		20.0	1,452	28	11		231	Texas and Pacific ¶........Texas.	12,800,000	*	(In pro	gress.)	2,000,000	10,000,000	500,000		320.0				346,010	106,008		100	
Dec. 31, 1873	30.6		8.8		14	6	1	482	Tioga........Pa.	899,286	455,015	125,000		580,000	239,500			96.0	267,265	107,885	927,476	506,119	219,293		50	
Jun. 30, 1873	43.0		2.8	14.0					Toledo, Can. Southern and Det. Mich.&O.	1,925,000		300,000		1,370,000	855,000										100	
July 31, 1873	220.3	10.0	26.0		45	13	9	1,655	Toledo, Peoria and Warsaw...... Illinois.	12,585,523	*			5,700,000	6,450,000	446,723		230.3	997,155	175,784	517,596	1,262,266	219,829		100	
Dec. 31, 1873	452.1	155.2	58.9		188	71	43	4,419	Toledo, Wabash and Western. O. I. & Ill.	35,368,855	*	255,677	2,218,641	16,000,000	19,800,000	1,446,579	596,594	627.5	5,567,626	629,729	1,442,963	5,738,808	1,331,429		100	20¼
Jun. 30, 1873	42.0		3.1						Tol., Tiffin and Eastern (M.C.& L.M.).. O.	1,555,077				273,512	850,000	436,565			14,122	4,369	2,951	8,797	1,421		100	
Sept. 30, 1873	34.9		9.9		13	17	6	247	Troy and Boston........New York.	2,389,482	*			1,599,000	1,919,000	113,113		55.3	186,882	295,775	202,808	552,106	272,270	4	100	
Sept. 30, 1873	6.0		6.0						Troy and Greenbush (N.Y.C.&H.R.) N.Y.	294,908				274,900									16,464	6	100	
Sept. 30, 1873	2.1		2.1						Troy Union and Depot........New York.	783,985				30,000	680,000										100	
Dec. 31, 1873	40.8	11.7	9.0						Tyrone and Clearfield (Pa.)........Pa.	823,567				510,000	332,360	313,566		52.5						2	50	
Dec. 31, 1873	1,032		103.0		151	99	36	2,501	*Union Pacific*........Nebr. Wy. & Utah.	112,259,336		4,470,716		36,762,300	75,427,512	4,540,240		1,032.0		174,894	622,120	10,266,104	5,291,243		100	35¼
Dec. 31, 1873	165.0		201.0		242	281	38	1,762	United Companies of New Jersey. N. Jer.	33,368,053	*	7,049,845		19,290,627	17,615,608			273.0		8,003,043	3,051,577	8,516,740	1,724,552	10	100	127½
Sept. 30, 1873	87.0		6.9		14	15	8	124	Utica and Black River........New York.	2,788,620	*			1,769,620	1,019,000			113.0	205,226	209,589	106,954	423,564	223,571	6	100	
Sept. 30, 1873	76.0	22.0	17.0		17	14	7	1,062	Utica, Chen. and Susq. Val. (DL&W) N.Y.	3,946,501	*			3,783,700				99.0	277,202	252,774	278,053	458,660	95,755	5	100	
Apr. 30, 1873	51.0		3.0	61.0	5	7	4	42	Utica, Ithaca and Elmira..... New York.	1,700,000	*			381,360	25,000p.m										100	
May 31, 1873	47.0	25.5	9.3						Vermont and Canada (C.V.)........Vt.	3,000,000				3,000,000									240,000	8	100	37½
Sept. 30, 1873	56.0	24.1	11.0		13	19	7	276	Vermont and Massachusetts.. Mass. & Vt.	3,288,328	261,234	380,640	12,631	2,860,000	900,000	115,521	67,312	66.5	245,641	317,561	139,376	555,234	91,269	4	100	87½
Mar. 31, 1873	23.7		2.9		4				Vermont Valley........Vermont.	1,221,886	*			516,104	783,200								65,000		100	
Feb. 28, 1874	140.0	2.0	9.0		19	10	5	125	Vicksburg and Meridian........Miss.	3,168,427	*		1,283,929	1,205,094	3,149,033	98,228		142.0	240,264	96,670	46,746	517,174	148,269		100	
Sept. 30, 1873	49.3		2.0						Ware River (B. and A.)........Mass.	971,738			3,442	750,000		210,848	14,331						14,331		100	
Sept. 30, 1873	18.3		6.0						Warren (D. L. and W.) ..... New Jersey.	3,102,220				1,800,000	1,261,400	40,820						757,642	16,137	7	100	90
Sept. 30, 1873	44.5		2.3	280.5	4	7	3	65	Washington and Ohio ....Virginia.	1,806,194	132,028	474,187	15,401	1,918,478	159,058	350,274		44.5	83,716			92,883	27,787		100	
Sept. 30, 1872	282.6	10.0	9.0	81.0	25	21	12	382	Wash. City, Va. Mid. & Gt. Southern. Va.	9,180,634	*			2,692,540	5,622,664	865,430		292.6	713,252	196,394	161,434	988,371	403,598		100	
Oct. 31, 1873	26.5		5.0		10	19	4	69	West Chester and Philadelphia....... Pa.	1,503,969	190,963	397,700	150,704	823,950	1,168,012	251,375		35.5	234,692			354,448	140,093	4	100	53
Aug. 31, 1872	112.0	28.0	15.5		33	16	5	246	Western of Alabama ¶........Alabama.	4,832,628	544,555	315,048	586,758	2,008,324	3,162,400	348,341	659,916	160.0		218,808		659,916	165,623		100	
Dec. 31, 1873	133.0		11.9		58	19	12	952	Western and Atlantic ¶.... Ga. and Tenn.	(Owned b	y State	of Georgi	a.)		5,000,000			138.0					300,000		100	
Sept. 30, 1874	90.4		3.7		10	10	5	171	Western Maryland ¶........Maryland.	4,272,459	*	30,000	318,860	683,243	3,675,000	263,136		90.4		255,392		297,792	83,350		100	
Mar. 31, 1874	111.0	3.0	1.6	31.0	[illegible]	[illegible]	3	9	Western North Carolina (E. D.) ¶... N. C.	7,125,000	*			6,000,000	850,000	275,000			(In ban	kruptcy—	No return	s.)			100	
Dec. 30, 1873	57.1	27.5	23.8						Western Pennsylvania (Penn.) ....Pa.	3,950,872		135,179		1,022,450	3,000,000										50	
Dec. 31, 1873	191.7	20.8	21.8		30	14	12	519	Western Union (M. and St. P.). Wis. & Ill.	7,905,246	*			4,000,000	3,500,000	371,269		212.5				1,137,634	259,373		100	
Dec. 31, 1873	27.0		1.6		2	2	1	16	West Feliciana .... La. and Miss.	745,315	*	110,329	16,811	760,600	110,000	1,845		27.0	13,922			68,129	39,710		100	
Dec. 31, 1873	128.2		16.6		18	47	9	221	West Jersey........New Jersey.	3,878,266	*	111,037	158,082	2,133,660	3,100,000	413,625	65,314	128.2				680,586	237,607	8	50	
Mar. 31, 1873	197.0		10.0		26	14	10	660	West Wisconsin........Wisc.	8,640,000	*			4,000,000	4,640,000			165.0				549,645	263,829		100	
Dec. 31, 1873	32.0		2.1	29.0	3	5	2	24	Wheeling, Pbg. & Balt (B&O). W.Va.&Pa.	579,642	*			500,000		79,642		32.0				47,365	710		50	
Apr. 30, 1873	62.4		4.2		6	6	2	127	White (Cinc.) Water Valley........Ind.	1,250,855	142,719	16,291	95,821	370,025	944,000	172,319	19,162	69.9	131,918	63,929	101,201	241,716	116,201		100	
Apr. 30, 1873	23.0		2.0		3	5	1	37	Wico-Mico and Pocomoke........Md.	380,000	*			160,000	200,000	20,000		37.0				33,966	14,200		25	
Sept. 30, 1873	189.0		9.0		33	12	6	392	Wilm., Colum. and Augusta. N. C. & S. C.	4,863,431	*	29,874	187,890	300,000	3,800,000	861,278	119,916	189.0	690,528	80,595	116,918	722,124	284,886		100	
Oct. 31, 1873	63.6		9.7	9.2	11	6	5	142	Wilmington and Reading .. Pennsylvania.	2,681,102	261,391	169,211	142,827	759,928	2,371,900	121,703		....	241,711	147,122	310,717	257,301	39,018		50	
Sept. 30, 1873	162.0	19.0	13.2		22	31		324	Wilmington and Weldon ¶ (WC&A). N.C.	3,004,044	*			1,456,200	1,619,100			181.0				739,678	280,720	5½	100	
Oct. 31, 1873	19.9		2.4	15.1	3	3	2	30	Wilmington and Western..... Del. & Pa.	720,207	76,310	45,088		248,807	500,000	91,599		19.9	38,868	39,308	20,030	35,219	Loss.		50	
Mar. 31, 1873	15.5		2.3						Wilton (N. and L.)........N. H.	234,600			91	214,600			20,091						14,052	6½	100	
May 31, 1874	327.0		20.7		31	7	4	1,136	*Winona and St. Peter* (C. & N.W.). Minn.	10,625,039	*			410,030	8,775,000	1,440,009		327.0				790,003	315,738		100	
Dec. 31, 1873	228.0	26.0	7.0		15	8	3	309	Wisconsin Central ....Wisconsin.	12,800,000	*			6,400,000	6,400,000			165.0							100	
Sept. 30, 1873	45.7		27.7		17	17	5	367	Worcester and Nashua........N.H. & Mass.	1,993,829	326,133	80,925	204,339	1,706,700	500,000	94,485	304,041	45.7	364,347	375,033	386,030	580,666	208,462	10	100	122
									CANALS, &c.																	
May 31, 1874	12.5								Chesapeake & Delaware Canal. Del. & Md.	3,662,316		396,107		1,880,800	1,922,307			12.5				427,309	271,618	7	50	
Dec. 31, 1873	184.5								Chesapeake and Ohio Canal ¶.. Md. & Va.	10,505,309				8,229,594	8,065,500			184.5							25	
Dec. 31, 1873	60.0								Delaware Division Canal .. Pennsylvania.	2,433,350				1,633,350	800,000				(Leased	to Lehigh	Co.)	188,701	188,701	8	50	104
Dec. 31, 1873	108.0								Delaware & Hudson Canal. Penn. & N.Y.	6,339,210		28,470,046		19,539,485	13,930,385	143,414	2,195,971	108.0				12,228,707	2,020,606	20	100	117
Dec. 31, 1873	43.0	22.5							Delaware and Raritan Canal. New Jersey.	4,888,748		35,101,313	427,837	18,990,900	18,758,967	954,903		65.5			2,756,887	1,590,100	706,778	10	100	
Dec. 31, 1873	48.0								Lehigh Navigation........Pennsylvania.	4,455,600		20,097,506		8,784,850	15,767,656			108.0			a1,041,891	506,060	43,789		50	96¼
Dec. 31, 1873	85.0								Monongahela Navigation Canal..... Penn.	1,146,040				1,004,150	110,000	8,054		85.0				196,149	123,514	9	50	
Dec. 31, 1873	103.0								Morris Canal........New Jersey.	3,432,474				2,200,000	1,125,129			103.0				323,654	78,173	4	50	50
Dec. 31, 1873	358.0	64.0							Pennsylvania Canal........Pennsylvania	20,000,000				4,457,150	2,588,000	1,048,200		470.0			870,121	544,625	317,745		50	25¼
Dec. 31, 1873	108.3								Schuylkill Navigation ......Pennsylvania.	10,587,126		2,557,040		4,385,798	8,576,332	267,198	91,157	108.3				649,351	634,183	1	50	13½
Dec. 31, 1873	45.0								Susq. and Tide Water Canal. Penn. & Md.	4,857,105				2,002,706	2,757,311	165,810		45.0	(Leas. to	Ph.&R'g.)		426,393	99,151	loss.	50	12
Dec. 31, 1873	77.6	7.0							Union Canal........Pennsylvania.	5,907,850				2,907,850	3,000,000	a 35,000		84.6	(Leas. to	Ph.&R'g.)		124,961	44,862	loss.	50	
Dec. 31, 1873	123.0								West Branch and Susquehanna..... Penn.	3,030,344				1,100,000	748,000	295,219			(Leased	to Pennsy	lvania Co.)				50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	16½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	81
Camden and Amboy,* guaranteed..	5,847,800	10	10	127½
Camden and Atlantic, preferred.....	763,549	7	7	88
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	107½
Central Ohio,* preferred	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	109
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	89¾
Chicago and North-Western, pref...	21,484,113	7	7	61½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	88½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	...
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	60½
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	45
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	45
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	34
Harrisburg and Lancaster,* guar....	1,182,550	7	7	102
Housatonic, preferred.....	1,180,000	8	8	96
Huntington & Broad Top Mtn, pref.	190,750	7	...	25½
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	98½
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	16
" " 2d pref.....	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	12,274,483	7	7	57
Mine Hill,* guaranteed.....	3,856,450	8	8	108
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	95½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	128½
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	127
" " *com.& guar.	8,500,000	8	8	128
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	...
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	123
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	43
" " pf.& *guar.	2,000,000	8	8	87
Ohio and Mississippi, preferred.....	4,030,000	7	7	64
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama, guaranteed.....	7,000,000	12	12	114½
Paterson and Hudson,* guar.....	630,000	—	8½	...
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	182
Philadelphia and Reading, † pref....	1,551,687	—	10	110½
Philadelphia and Trenton,* guar....	1,259,100	10	10	128
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	93½
Pittsfield and North Adams,* guar.	450,000	5	6	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	111
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	20
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	27
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	25¾
Schuylkill Valley,* guaranteed.....	576,000	5	5	...
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	38
Warren,* guaranteed.....	1,800,000	7	7	90
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	125
" com. and * guar.....	1,695,000	4	4	50
Schuylkill Navigation preferred....	2,808,977		6	27½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Atlantic & Pacific pref.....	....	....	15½	....	....	16½
Central Pacific 6s..... 98¾	....	96½	96½	96¾	....	96½
Central of N. Jersey....107½	....	107½	107	107½	....	107½
.. 1st mort.....	....	....	....	....	....	....
.. 7s, consol...102½	....	....	102¾	103	....	103½
Chesapeake & Ohio 1 m. 47	....	....	47	....	....	....
Chicago & Alton.....	....	104½	....	....	....	104¾
.. pref.....	....	....	....	....	....	....
.. 1 M	....	....	....	107½	....	....
.. S. F.....	....	....	....	....	....	....
.. Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	107¾	107½	....	108½	....	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.. 45½	....	46½	46½	47½	47⅜	....
.. pref.....	....	60½	....	60¾	61½	....
.. 1st M.....	....	....	....	....	....	....
.. S. F.....	....	....	103½	....	....	....
.. Consol.....	....	89½	90	....	90	....
.. .. gold.....	....	....	81½	....	81¾	....
Chic., Rock Isl. & Pac..101½	....	101¾	101¾	101¾	102¾	....
.. 7s, 1896.....	....	....	108½	108½	....	....
Clev., Col., C. and Ind.....	....	....	68	68½	69	....
Clev. & Pittsburg guar.....	....	88¾	88½	88½	....	....
.. 2 M.....	....	....	....	....	....	....
.. 3 M.....	....	....	....	....	....	....
.. 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
.. S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 9½	....	9¾	9¾	9¾	9¾	....
.. 1 M..... 69¾	....	68½	....	....	68	....
.. 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..116½	....	....	117	117	....	....
Del. Lack. & Western.. 109½	....	....	109	109½	109½	....
.. 1 M. 7s.....	....	....	....	....	....	....
.. 2 M 7s.....	....	....	....	....	....	....
Erie Railway..... 27	....	27½	27⅜	27⅜	28½	....
.. pref..... 45	....	....	....	....	....	....
.. 1 M. 7s, 1897.103	....	....	....	....	103½	....
.. 2 M. 7s, 1879.....	....	....	....	100	....	....
.. 3 M. 7s, 1883.....	....	....	....	....	....	....
.. 4 M. 7s, 1880.....	....	....	....	....	....	....
.. 5 M. 7s, 1888.....	....	....	....	....	....	....
.. 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 62½	....	....	....	62	65	....
Hannibal & St. Joseph. 24½	....	....	....	....	25¾	....
.. pref.....	....	....	....	....	....	....
.. 8s, conv. 89	....	....	89½	89	89	....
Hudson River.....	....	....	....	....	....	....
.. 2 M. S. F.....	....	....	....	....	....	....
Illinois Central 98½	....	99	....	99½	....	....
.. 7s	....	....	....	....	....	....
Lake Shore & Mich.S'th. 79½	....	80⅜	82⅞	80½	79¾	....
.. Consol. 7s.....	....	103	....	....	....	....
.. .. reg.....	....	....	....	....	....	....
.. 2d consol... 91½	....	....	....	....	....	....
Michigan Central..... 82	....	82½	80	82½	82¾	....
.. S.F. 8s, 1882.....	....	....	....	....	....	....
.. 7s, 1902.....	....	....	101½	101½	101¾	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
.. 2 M.....	....	100½	....	100½	....	....
Milw. and St. Paul..... 35½	....	36¾	36¾	37⅜	38	....
.. pref.....	....	....	57	57	....	....
.. 1st mort.....	....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	....	....
.. 8s.....	....	....	....	....	....	....
.. 7 3-10s con.....	....	....	....	....	....	....
.. 7s, gold.....	....	....	84½	....	....	....
Morris and Essex..... 96	....	96	....	95½	....	....
.. 1st mort.....	....	....	....	....	108	....
.. 2d mort.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.101	....	101	101½	101¾	101½	....
.. 7s, S.F.1876.....	....	....	....	....	....	....
.. 6s, S.F. 1883 98½	....	....	....	....	98	....
.. 6s, S.F. 1887 97½	....	....	97½	....	....	....
.. 1st mort.....	....	114½	115	116	116	....
.. .. reg.....	....	....	....	....	....	....
N. York and Harlem.....	....	....	127½	128	....	....
.. pref.....	....	....	....	....	....	....
.. 1st Mort.....	....	108	....	109	....	....
.. .. reg.....	....	....	....	....	....	....
N. York. N. Hav. & Hart.133	....	....	....	133	....	....
Ohio and Miss..... 30½	....	30¾	31½	31¾	31½	....
.. pref.....	....	....	....	....	....	....
.. 2d M.....	....	....	....	....	....	....
.. Consol. 7s.....	....	97½	97½	98	....	....
.. .. S. F.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 36½	....	36½	36¾	36½	37½	....
Pacific R. R. of Mo.....	....	47¾	....	....	47½	....
Panama	....	....	114½	....	....	....
Pitts., Ft. W. & Chi. gtd. 93½x	....	....	....	93½	....	....
.. 1 M.....	....	109½	109¾	110	111	....
.. 2 M.....	....	....	....	....	....	....
.. 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.. 33¾	....	32½	33½	....	38½	....
St. L., Alton & T. H.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 1 M.....	....	....	....	....	....	....
.. 2 M. pref.....	....	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tol., Wab. & Western.. 23½	....	23½	20½	19¾	20½	....
.. pref.....	....	38	....	....	....	....
.. 1 M..... 87½	....	....	....	....	....	....
.. 2 M..... 64	....	65	64	....	64	....
.. Equipment.....	....	....	....	....	....	....
.. St. Lou. Div.....	....	69	....	67	....	....
Union Pacific..... 34¾	....	35	34¾	35½	35¾	....
.. 1st mort... 92⅞	....	93½	93	93⅜	93¾	....
.. I. Gt. 7s.....	....	....	89½	89¾	90	....
.. S. F. 8s.... 78¾	....	78½	78½	79½	80	....
Western Union Tel..... 78½	....	78¾	79	79½	79¾	....
.. 7s.	....	....	99¾	100	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30.
Federal Stocks:—						
U. S. 5s, 10-40s, reg.....	....	114¾	114¾	115½	114¾	
U. S. 5s, 10-40s, coup.....	....	114¾	114½	115½	....	
U. S. 5s, 1881, reg.....	....	....	....	....	113¾	
U. S. 5s, 1881, coup...113½	....	113⅝	113½	113¾	....	
U. S. 6s, 1881, reg.....117¾	....	118	118½	118½	....	
U. S. 6s, 1881, coup.....	....	....	122½	....	....	
U. S. 6s, 5-20s, reg. '62.....	....	....	114½	....	....	
U. S. 6s, 5-20s, c. 1862..113¾	....	....	114½	114⅝	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.117½	....	....	118⅝	118½	....	
U. S. 6s, 5-20s, r. n. '65.116½	....	117½	....	....	....	
U. S. 6s, 5-20s, c. n '65.120⅝	....	120¼	120⅝	121	....	
U. S. 6s, 5-20s, reg. '67.117¾	....	....	....	118½	118½	
U. S. 6s, 5-20s, c. 1867.121⅝	....	121¼	121½	122	122½	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.....	....	....	....	....	....	
U. S. 6s, Pac.RR.issue.....	....	....	....	118	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Catawissa preferred	....	....	....	....	....	40½
.. 7s, new	....	....	104½	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	101
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort.6s, '89.101½	101¾	....	101½	101	....	....
Elmira & Williamsport.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Lehigh Navigation..... 48¾	48½	....	48¾	48½	48⅜	
.. 6s, 1884	....	....	98½	....	98⅜	
.. Gold L.....	....	....	....	97½	....	....
.. R. R. L..... 99	....	....	....	....	....	....
.. Conv. G. L.....	....	....	....	....	....	....
Lehigh Valley R. R..... 62	62	....	62	62	60¾x	
.. 6s new coup.....	....	....	....	101½	....	....
.. 6s new reg.....	....	....	....	....	....	....
.. 7s..... ..106¾	....	....	....	....	106¾	
Little Schuylkill R.R.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	....	....
Minehill	....	....	....	54	54	
Morris Canal.....	....	....	....	....	....	....
.. pref.....	....	....	....	....	....	....
North Pennsylvania ... 51½	....	....	....	51½	....	....
.. 6s, 1885	....	....	....	....	103½	
.. 7s.....	....	....	....	....	103¾	
.. 10s, 1887	....	....	....	....	....	....
Northern Central 32½	32⅜	....	32¾	33½	33½	
Oil Creek & Alleg. Riv. 8¾	8¾	....	8½	....	8½	
.. 7s.....	....	....	55	55	55	
Pennsylvania R. R..... 52½	52⅜	....	52½	52¾	52¾	
.. 1st M.....	....	....	....	....	....	....
.. 2d M.....	....	....	....	....	....	....
.. Gen. mort.. 97¾	97¾	....	....	98	....	....
.. .. reg.. 98	98	....	....	....	....	....
Penn. State 6s. 2d series.108	....	....	108½	....	....	....
.. 6s. 3d series.112½	....	....	....	....	....	....
Philadelphia City, 6s.....	....	....	....	....	101½	
.. new 103¾	103¾	....	103¾	103¾	103¾	
Philad., Germ. & Nor.....	....	....	....	....	....	....
Phila. & Reading 55	54¼	....	54½	54¾	54⅞	
Philadelphia and Erie.. 16½	16¾	....	....	....	16½	
.. 6s.....	....	....	....	....	....	....
.. 7s.....	....	....	....	....	87½	
Phila., Wilm. & Balt.....	....	....	....	....	....	....
Schuylkill Navigation.....	....	....	....	....	6⅜	
.. pref..... 13½	13¾	....	13½	13¾	....	
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.....	128	....	....	128	127½	
Hestonville, (Horse).....	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green and Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine 31	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.
Baltimore City 6s, 1875.102	....	....	....	102	....	
.. 1886	....	....	....	....	....	....
.. 1890 .....101¾	....	....	....	101¾	....	
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio.....	185	....	....	188	....	
.. bonds, 1875.....	....	....	....	....	....	....
.. .. 1880.....	....	....	....	....	....	....
.. .. 1885.....	....	....	....	....	....	....
Central Ohio.....	....	....	....	....	....	....
.. 1st mort.....	....	....	....	....	....	....
Marietta & Cin. 1st M..105	105	....	....	....	....	....
.. 2d M.....	....	....	....	....	....	....
.. 3d M. 8s.....	82½	....	....	82¾	....	....
Northern Central.....	....	....	....	....	....	....
.. bonds, 1885.....	....	....	....	....	....	....
.. .. 1900.....	....	....	....	....	....	....
.. G. B. 1900.....	....	....	....	94	....	
Pittsb. & Connellav. 7s. 85½	....	....	....	85¾	....	
N. W. Va. 3d mort.....	....	....	....	....	....	....
Virginia 6s, Consol.....	....	....	....	....	....	....
.. Defer. Certif.. 10½	....	....	....	10½	....	
City Passenger R. R.....	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th.24.	F 25.	Sat.26.	M.28.	T'u.29.	W.30.
Boston and Albany	....	....	133⅞	134	....	
Boston and Lowell	....	90	....	....	....	
Boston and Maine	....	110¾	110¾	110¾	....	
Boston and Providence	....	....	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
.. 7s	....	24	23½	23⅞	....	
Cheshire, pref	....	....	....	....	....	
Chi., Burl. and Quincy	....	107½	107½	107⅞	....	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	....	54	52	53	....	
Fitchburg	....	....	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	81½	....	81½	82⅞	82⅝	....
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	....	....	....	....	....	
.. pref	....	....	....	....	....	
Old Colony	104⅞	...	105	105½	106¼	....
Ph., Wil. & Baltimore	....	....	....	54¾	54¾	....
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s	....	....	....	89⅞	....	
" Land Grant 7s	....	....	....	....	....	
" S. F. 8s	....	....	....	....	....	
Vermont and Canada	....	....	....	....	....	
Vermont and Mass	87	....	....	....	....	
South Boston (Horse)	...	....	....	....	....	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	....	....	....	44½	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Calumet and Hecla	....	....	....	141	....	
Copper Falls ..	....	....	13	13	12½	....
Franklin ..	....	....	....	....	7	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 4.	Dec. 11.
Atlantic & Gt. W. 1st mort., $1,000	44 — 46	40 — 42
Do. 2d mort., $1,000	20 — 22	16 — 18
Do. 3d mort., $1,000	10 — 11	7 — 8
Do. Con. mort. B'nds Bisch's Cert.	11 — 13	8 — 10
Do. Leas. Lines, Rental Bonds	60 — 65	55 — 60
Do. 1873	30 — 35	25 — 30
Do. 8 p. c. Scrip, West. Exten	— — —	— — —
Detroit & Milwaukee 1st mort. Bonds	60 — 65	60 — 65
Do. 2d do.	55 — 60	55 — 60
Erie shares 100 dol. all paid	24¾ — 25½	24½ — 25
Do. Convertible Gold Bonds	59 — 61	58 — 60
Do. 6 per cent Convertible Bonds	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	— — -
Illinois Central $100 shares all paid	88 — 90	88 — 90
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	96 — 99	96 — 99
Michigan Central 8s 1882, conv	— — —	— — —
New York Central, 100 dols. shares	93 — 94	93 — 94
Panama General mort	96 — 98	96 — 98
Pennsylvania, General mort	101½—102½	101½—102½
Do. $50 shares	47½— 48½	47½— 48½
Philadelphia and Erie 1st mort	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 2, 1875.

Financial and Commercial Affairs.

Money has been ruling easier during the week. The offerings of capital have been more liberal, and lenders have found it rather difficult to place balances, in a controllable form, at late rates. The speculative inquiry for aid has been on a reduced scale, and the demand from mercantile sources has been less urgent. Call loans have been quoted at from 2@4; and best commercial credits at 5½@7½ per cent per annum. At these figures, all strictly first-class applications for aid have been quite promptly met. Capitalists, who have not been able to loan their surplus means advantageously, have been making free purchases of the public funds, for investment. The invest ment call for all the coin bearing Government Securities has been quite active. The drain of currency to the interior has been less important. The City banks last week reduced their reserve of legal tender notes $768,300, and their deposit item $1,818,200, while also diminishing their specie average $222,400. They report a decrease of $1,744,500 in the loans and discounts, and a contraction of $121,500 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of $46,395,253, against $47, 425,008, the preceding week; and a coin hoard of $50,403,661 against $51,110,464, on the previ ous return. The City bank exchanges, during the week, were $407,720,865, or a daily average of $81,544,173. The customs revenue of the port, during the week, was $1,081,208. The City banks reported their average of gold last week at $13,-397,100, and their greenback average at $47,163,-400. Their deposits stood at $213,889,600. The loan item was $183,665,300. The circulation was $24,610,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of $7,088, 100.

The aggregate of the outstanding U. S. currency, of all denominations, Dec. 1, was $429,987,311. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now about 348 millions.

The U. S. Treasury balances on Tuesday were as follows: Currency, $18,250,000; special de posit of legal tenders for redemption of certificates of deposit, $49,870,000; coin, (including $21,500,000 in coin certificates,) $77,000,000.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 55 millions.

Gold has been more freely dealt in, and has been quoted stronger in price. The demand has been mostly speculative, though the export inquiry has been fair. The customs drain has been light. Government has been disbursing, through the local office, the January coin interest on the public funds, quite freely, and without rebate during the week; adding to the available supply of Gold. The Gold Exchange Bank clearings reached 51½ millions on Monday, against 40⅞ millions, the highest aggregate on any one day in the preceding week. The extremes of the week have been 111½@112¼, closing on Wednesday at 111⅞, as against 111½ on Wednesday of the preceding week. The specie outflow last week was $2,257, 036. The imports of specie at this port since Jan. 1, have been $5,537,590, against $18,520,688 same time last year. The customs demand for Gold last week averaged $216,241 a day. Foreign Exchange has been in fair demand and held with more firmness. Bankers' sixty day bills on London closed on Wednesday at $4 85¼@$4 86; sight bills on London at 4 90@$4 90½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $5,256,-477.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $2,965,573.

Government Securities have been actively sought after, on investment account, at advancing prices. Large amounts of any of the more popular issues have been difficult to procure at the ruling figures.

U. S sixes of 1881 closed on Wednesday of this week at 122@122⅛; U. S. Five-Twenties of 1862, at 114⅛@114⅜; U. S. Five-Twenties of 1864 at 116¼@116½; U. S. Five-Twenties of 1865 118¼@118½; U. S. Five-Twenties of 1865 consolidated, 120⅞@121; U. S. Five Twenties of 1867, 121⅞@122; U. S. Five-Twenties of 1868, 121⅞@122⅛; U. S. Ten-forties at 115⅛@115⅜; U. S. Fives of 1881, (Funding Loan) 113⅝@113⅞; Six per cent. currency Sixes from 117¾@118.

The Stock Exchange dealings have been on a restricted scale. The Railway and miscellaneous share list has been quite variable as to values, the temper of the business having been mostly bearish. State and Railway bonds have been moderately sought after and prices have been quoted generally steady.

General business has been on a moderate scale. Domestic Produce has been less sought after, yet, as a rule, without decided changes as to values. Cotton, Provisions, and Breadstuffs closed rather weaker. The Live Stock receipts at this port, during the year, reached 441,943 Beeves, 3,788 Cows and Calves, 112,201 Veal Calves, 1,176,099 Sheep and Lambs, and 1,786,681 Swine. General merchandise has been quiet, outside of Groceries, in which there has been a more active movement at firmer rates. The Metal trade has been slow. Eglinton Pig Iron quoted from yard at $35 50@$36 50; Glengarnock, $37@$38; No. 1 American Pig at $22 75@$25; No. 2 do. at $21@$24; Forge, $21@$27; English Rails at $47 50@$50, gold; American Rails at works, $50@$52; Old Rails, $30. Wrought Scrap, $28@$30. Ocean freights have been more active, and quoted firmer, with Grain and Provision room most sought after.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 24; Clev., Col., Cin. and Ind. 1st mort., 104½; Toledo, Peoria and Warsaw 2d mort., 45; Toledo, Wabash and Western 7s, consol., 50; Gt. Western 1st mort. 1888, 81; Burlington, Cedar Rapids and Minnesota 1st mort, 49; Morris and Essex 7s, 1871, 100; Nashville, Chat. and St. Louis 1st mort., 86; Pacific R. R. of Mo. 1st mort., 90; do. 2d mort., 81½; Galena and Chicago 1st mort., 104½; do. 2d mort., 101½; Long Dock bonds, 101; Lake Shore div. bonds, 98¼; Albany and Susq. 1st mort., 108; Louisiana and Missouri 1st mort., 89; Am. Dock and Imp. 7s, 102; Cleveland and Pittsburg 7s, consol., 102¾; Cedar Falls and Minnesota 1st mort., 56; Western Pacific bonds, 88; Canada Southern 1st mort., coupon, on 70; Chicago and Northwestern Int. bonds 99; Cleveland and Toledo 7s, new, 100; Del., Lack. and Western 7s, conv., 106; Central Pacific 1st mort., C. and O. Br., 85; do. St. J. Br., 82¾; New Jersey R. R. 128½; St. Louis, Iron Mt. and Southern R. R., 26¾; Warren R. R., 90; U. S. Exp., 61½; Wells-Fargo Exp., 84; Am. Exp., 62; Adams Exp., 116½; Canton Co., 59; Missouri 6s, long bonds, 98; North Carolina 6s, special tax, 2d class, 4¼; Tennessee 6s, new excoupon, 53; do. old, do. 58; do. 6s, new series, 57¾; South Carolina 6s, new, non fund., 7; Virginia 6s, consol., ex-matured coupon, 54½.

Philadelphia.—Westchester and Philadelphia 7s, 105; Philadelphia and Reading 7s, new, conv., 105½; do. 7s, 1893, 105; Pennsylvania and New York 7s, 103⅞; Pittsburg, Cin. and St. Louis 7s, 75; Pennsylvania Canal 6s, 70¾; Sch. Nav. 6s, 1895, 78; Allegheny Valley 7 3-10s, 92; Elmira and Williamsport 5s. 60; West Jersey R. R. 7s, 103½; Danville, Hazleton and Wilkesbarre 7s, 40; Connecting R. R. bonds, 91; Philadelphia

R. R. div. scrip, 105¾; Catawissa R. R., 17⅝; Fifth and Sixth Sts. R. R., 58½; Camden and Atlantic pref., 44; Nesquehoning Valley R. R., 55; Pittsburg 5s, 77. The latest quotations are: City 6s, 101¼@101¾; do. free of tax, 103¾@104; Pennsylvania State 6s, 2d series, 108@108¾; do. 3d series, 112¼@112¾; Philadelphia and Reading, 54¾@55⅛; do. Gen'l mort. 7s, coup., 103¾@104¾; do. reg., 104¼@105½; do. mort. 6s, 1880, 101@—; do new conv., 105¼@105¾; do. 7s, 1893, 104½@105½; United New Jersey R. R. and Canal Co., 127½@128; Camden and Amboy mort. 6s, 1889, 101@101¼; Pennsylvania R. R., 52⅝@52¾; do. div. scrip, 105¾@105⅞; do. 1st mort., 103¾@104½; do. 2d mort., 100½@101; do general mort. coupon, 97⅞@98; do. reg., 97¾@98; Little Schuylkill R. R., 48½@49; Morris Canal, 49½@51; do. pref., 125¼@—; do. 6s, 99¾@100¼; Susq. Canal, 6@10; do. 6s, 73@76; Schuylkill Nav., 6½@6¾; do. pref., 13½@13¾; do. 6s, 1882, 77⅝@80; do. 1872, 91@92; Elmira and Williamsport pref., 35½@40; do. 7s, 1873, 100@—; do. 5s, 60@60½; Lehigh Coal and Navigation, 48¼@48⅜; do. 6s, 1884, 98⅜@98⅞; do. R. R. Loan, 99¼@99¼; do. Gold Loan, 97½@97¾; North Pennsylvania, 51½@51½; do 6s, 103¼@103¾; do., 7s, 103½@104; do. Chattle 10s, 105⅝@105¾; Philadelphia and Erie, 16¼@16⅜; do. 6s, 93@94; do. 7s, 87¼@87¾; Minehill, 53¾@54¼; Catawissa, 18@18¼; do. pref., 40½@41; do. new pref., 33½@35; do. 7s, 1900, 104¼@104¾; Lehigh Valley, 60¾@—; do. 6s, new coupon, 101@101½; do. reg., 101½@101¾; do. 7s, 106½@107; Fifth and Sixth streets (horse), 58@58¾; Second and Third, 65@66¼; Thirteenth and Fifteenth, 25¼@25½; Spruce and Pine, 31@31¼; Green and Coates, 49@50¼; Chestnut and Walnut, 71½@72; Hestonville, 18@18½; Germantown 40@45.

Boston.—Eastern R. R. 7s, 1882, 89¾; Burlington and Missouri River R. R. in Nebraska, 54; do. 8s, old, 100; Chicago, Burlington and Quincy 7s, 101¾; Indianapolis and Cincinnati 7s, funded debt, 33; Norwich and Worcester R. R., 126; Rutland pref., 20; do. scrip No, 5, 64; do. No. 6, 25; Ind., Cin. and Laf. R. R., 6; Cincinnati, Sandusky and Cleveland R. R., 9⅝; Portsmouth, Gt. Falls and Conway R. R., 35; Burlington and Missouri River R. R. in Iowa, 103⅞; Boston Water Power, 10; Boston Land, 5; Cary Imp., 5¼; Brookline Land, 4¼; New Hampshire 6s, 101½; Boston 6s, 1894, 101½; do. 1885, 99⅛; Norwich 7s, 106; Allouez Mining Co., 8; National, 3.

Baltimore.—Virginia consols, ex-coupon, 54¼; Wilmington, Col. and Aug. 7s, 65; Orange, Alex. and Manassas 7s, 81½; Santa Clara bonds, 32. The latest quotations are: Richmond and Danville 1st mort., 68@70; Pittsburg and Connellsville 7s, 1898, 85¾@86; Baltimore and Ohio, 188@190; do. 6s, 1875, 102½@103; do. 1880, 102⅝@103; do., 1885, 101½@101⅝; Washington Branch, —@175; Northern Central, 82¾@83; do. 6s, 1885, 96@97; do. 6s, 1877, 95@—; do. 1900, 88@89; do. 6s, 1900 gold, 93¾@94; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 15@19; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 105½@105¾; do. 2d mort., 7s, 94@94½; do., 3d mort. 8s, 82⅜@82½; Central Ohio, 45@46; do. 1st mort., 93½@94½; Western Maryland, 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 101⅝@102; do. 2d mort. guar., 98@100; do. 3d mort., guar., 101⅝@102; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@—; Virginia and Tennessee 2d mort. 6s, 73@77; do. 3d mort. 8s, 77@82; Orange and Alexandria 1st mort. 6s, 88@91; do., 2d mort. 6s, 80@84; do., 3d mort. 8s, 75@76; do., 4th mort. 8s, 68@69; Orange, Alex. and Manassas 7s, 81½@82; Baltimore 6s, 1875, 102@102⅛; do., 1884, 101@102; do. 1886, 101@102; do. 1890, 101⅝@101⅞; do., 1900, 101@102; do. 1902, 101½@102; do., 6s, exempt, 104@108; do. 5s, 80@90; Memphis City 6s, 35@42; Maryland Defense 6s, 1883, 105@108; do. 6s, 1890, 100@102; do. 6s, exempt, 105@108; do. 5s, 80@90; Virginia coupon 6s, old, 38@40; do. new, 38@40; do. consol. 6s, 54⅛@54½; do. coupons, 85@88; West Virginia, 10@11; City Passenger R. R., 25@26; George's Creek Coal, 140@150; Atlantic Coal, 2.20@2.30; Santa Clara, 5.00@8.87; do. bonds, 32@32½; Canton Co., 50@70.

Industrial Affairs.

On and after the 1st of January, machinery may be imported into Canada on payment of a duty of ten per cent. ad valorem, on the affidavit of the importer that it is for his own use.

The Youngstown, Ohio, Rolling Mill has run constantly double time during the past year except when stopped for necessary repairs. All the rolling mills of the city are now running double time except one.

The National Rubber Company of Bristol, R. I., are running their works night and day, employing more than 1,100 hands, with a monthly payroll of $40,000.

The new rolling mill at Massillon, Ohio, will be started with the new year.

The New Bedford cotton mills are preparing to run full time after New Year.

Puddlers in the rolling mills of Harrisburg are now receiving from $4 10 to $4 50 per ton. Since the panic, the price for making a ton of puddled iron has fallen from seven dollars to the above figures. The highest ever paid was $8 10.

Progress of New Roads.

Thirty miles of the northern end of the Michigan and Ohio Railway, terminating at Grand Haven, Michigan, has been graded, and will be ironed ready for trains by the middle of January.

It is expected that work will be commenced on the line of the Wheeling and Lake Erie Railroad, in Huron County, Ohio, within the next ten days.

The purchasers of the Little Rock and Fort Smith Railroad are, it is reported, making arrangements to run that road in connection with the Memphis and Little Rock Railroad.

Work on the Delaware Shore (N. J.) Railroad is being vigorously pushed forward. The contract calls for the bridging and grading by the 1st of June, but if the winter continues open it is expected to be completed by the 1st of April. About 200 men are employed on the work, and the lumber for bridging is being placed on the ground.

The Atlantic and Lake Erie Railroad was completed between New Lexington and Moxahala on the 22d ult.

The Galena and Platteville, Ills., narrow gauge railroad is fast approaching completion.

A narrow gauge railroad is to be built from Davenport, Iowa, to Buffalo and Blue Grass.

The Gettysburg *Compiler* is informed that the Pennsylvania Railroad Company has leased the Short Line, Littlestown and Frederick and Pennsylvania Line Railroad, and will commence operating the entire line as soon as the Short Line is completed, which will be about the first of April.

It is expected that the Lake Shore and Tuscarawas Railroad will be in active operation by the first of July next from Cleveland to Canton.

Interest and Dividends.

The coupons of the first mortgage bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company, and the California and Oregon Railroad Company, due Jan. 1, will be paid in gold at the office of Messrs. Fisk & Hatch, No. 5 Nassau street.

The coupons due Jan. 1, on first mortgage bonds of the International and Great Northern Railroad Company of Texas will be paid in gold by the National City Bank. Also, by the same bank, the coupons due Jan 1, on First Mortgage Gold Bonds of the Houston and Texas Central Railway Company.

The interest due 1st of January next, on the bonds of the Virginia and Tennessee, South Side and Norfolk and Petersburg Railroad Companies, payable in New York, will be paid at the First National Bank in New York, and to holders nearer home at designated points in that vicinity.

The Grand Rapids, Newaygo and Lake Shore Railroad Co. will pay the coupon due Jan. 1, 1875, on its 8 per cent first mortgage bonds, at the Union Trust Co., New York.

Coupons of the Cairo and Fulton Railway Company, due Jan. 2, will be paid in Gold, at the agency of the St. Louis, Iron Mountain and Southern Railroad Company.

The Columbus and Hocking Valley Railroad Company have declared a dividend of eight per cent, payable on the 12th of February, one half in cash and one half in the stock of the company at par, and all fractional parts of a share of stock, dividend payable in cash.

The Granite Railway Co. have declared a dividend of four cent, payable January 4.

The Hampshire and Baltimore Coal Company have declared a dividend of three per cent., payable Jan. 2.

The St. Nicholas Coal Co. announces a dividend of 2½ per cent, payable January 4.

The Illinois Central Railroad Company have declared a dividend of four per cent, payable February 4.

Railroads of the United States, Jan. 1, 1875.

We herewith present to the subscribers of the Railroad Journal our usual recapitulation of the lines in operation in the several States and Territories of the Union, at the commencement of the new year. The past year has not added largely to the length reported a year ago; yet the interval between then and now has not been altogether a season of idleness in railroad matters. Much has been done towards the improvement of existing roads, and in making ready for the traffic anticipated when the financial and business affairs of the country return to their normal condition. The following we believe to be a near approximation to the actual present status of our railroad system:

RAILROADS IN THE UNITED STATES, JANUARY 1, 1875.

STATES, ETC.	Track in Miles. Main and Branch.	2d &c., and side Track.	Total Track.	Cost of Road, Equipment, &c., &c.
Maine	962.28	111.69	1,073.97	$41,022,713
New Hampshire	919.22	79.18	998.40	33,179,315
Vermont	832.79	106.91	939.70	45,108,722
Massachusetts	1,784.28	897.34	2 681.62	101,796,308
Rhode Island	173.10	73.51	246.61	8,921,895
Connecticut	976 39	201.75	1,178.14	59,001,718
New England States	5,648.06	1,470.38	7,118.44	$289,031,671
New York	5,416.71	2,198.77	7,615.48	$403,729,837
New Jersey	1,522.67	991.73	2,514.40	156,324,108
Pennsylvania	6,211.22	2 216.83	8,428.05	448,222,701
Delaware	279 82	30.17	309.99	6,168,379
Maryland and Dt. of Col.	1,067.36	758.23	1,825.59	57,318 219
West Virginia	576.93	102.11	679.04	61,307,801
Middle States	15,074.71	6,297.84	21,372.55	$1,133,071,045
Virginia	1,571.22	142.71	1,713.93	$74,361,222
North Carolina	1,401.74	87.22	1,488.96	40,019,687
South Carolina	1,388.94	92.51	1,481.45	39,018,955
Georgia	2,259.33	151.37	2,410.70	59,101,318
Florida	475.70	13.01	488.71	17,691,654
South Eastern States	7,096.93	486.82	7,583.75	$230,192,836
Alabama	1,916.09	108.71	2,024.80	$70 895,533
Mississippi	1,038.02	103.22	1,141.24	43,001,792
Louisiana	560.00	97.28	657.28	30,117,002
Texas	1,697.88	129.77	1,827.65	57,318,901
Arkansas	768.13	36.58	804.71	43,752,718
Tennessee	1,702.29	106.51	1,808.80	58 319,555
Kentucky	1,397.23	121.97	1 519.20	62,728,511
Gulf and South Western States	9,079.64	704.04	9,783.68	$366,134,012
Ohio	4,329.06	1,167.49	5,496.55	$281,715,927
Michigan	3,492.71	501.13	3,993.84	1[illegible]3 817,299
Indiana	3,898.41	479.64	4,378.05	190,307,178
Illinois	7,031.62	1,211.33	8,242.95	358,718,916
Wisconsin	2,419.71	232.19	2,651.90	96,311,717
Interior (East) States	21,171.51	3,591.78	24,763.29	$1,100,871,037
Minnesota	2,126.18	101.13	2,227.31	$95,312,171
Dakota Ter	122.00	9.11	131.11	6,059,671
Montana Ter.	.....	.....	.....	.....
Idaho Ter	.....	.....	.....	.....
Iowa	4,001.72	312.71	4,314.43	142,319,729
Nebraska	1,323.92	72.33	1,396.25	53,72[illegible],833
Wyoming Ter.	454.00	4.54	458 54	27,240,557
Missouri	3,223.79	297.22	3,521.01	141,791,312
Kansas	2,301.75	179.13	2,480.88	74,617,856
Colorado Ter	697.32	37.91	735.23	30,993,169
New Mexico Ter	.....	.....	.....	.....
Indian Ter	359.88	13.97	373.85	17,598,329
Interior (West) States, &c	14,610.56	1,028.05	15,638.61	$589,660,627
California	1,792.62	179 63	1,972.25	$98,142.918
Nevada	623.17	31.08	654.25	53,722,719
Utah	569.22	27.29	596.51	41,308,222
Oregon	378.57	18.02	396.59	18,934,712
Washington Ter.	161.29	9.41	170.70	7,856,701
Arizona Ter	.....	.....	.....	.....
Pacific Slope, States, &c	3,524.87	265.43	3,790.30	$219,965,272

GENERAL RECAPITULATION BY SECTIONS.

SECTIONS.	Track in Miles. Main and Branch.	2d &c., and side Track.	Total Track.	Cost of Road, Equipment, &c., &c.
New England States	5,648.06	1,470.38	7,118.44	$289,031,671
Middle States	15,074.71	6,297.84	21,372.55	1,133,071,045
South Eastern States	7,096.93	486.82	7,583.75	230,192,836
Gulf and South Western States	9,079.64	704.04	9,783.68	366,134,012
Interior (East) States	21,171.51	3,591.78	24,763.29	1,100,871,037
Interior (West) States	14,610.56	1,028.05	15,638.61	589,660,527
Pacific Slope, States, &c	3,524.87	265.43	3,790.30	219,965,272
Grand Total, Jan 1, 1875	76,206.28	13,844.34	90,050.62	$3,928,926,400
Grand Total, Jan. 1, 1874	74,402.68	12,983.71	87,386.39	3,726,413,009
Increase in 1874	1,803.60	860.63	2,664.23	$202,513,391

Of the increase of main and branch line was added by—New England 79.08; the Middle States 406.54; the South East States 58.32; the Gulf and South West States 236.40; the Interior (E.) States 587.76; the Interior (W.) States 138.60, and the Pacific Slope States 296.90. Of the increase of second, &c., track about one half is due to the New York Central and Hudson River Railroad third and fourth tracks between Albany and Rochester. The Erie, the Pennsylvania, the Philadelphia and Reading and the Baltimore and Ohio Railroads have also added largely to their auxiliary tracks, sidings, &c. The roads of the Interior States have done comparatively little in this regard. The additional cost of railroads in the United States adds up $202,513,391. About two thirds of this sum has probably been expended on new works; and the remainder in the improvement of the tracks, equipment, buildings, &c. Most of the great roads have largely relaid their tracks with steel rails. In the Tables given above we make the total length of track laid down 90,050.62 miles, of which 77,206 28 miles are main and branch lines, and 13,844.34 miles 2d, 3d and 4th tracks and sidings. The average cost of all the railroads of the United States, obtained by dividing the total cost by the sum of all tracks laid is $43,630 per mile, or if divided by the sum of all the main and baanch lines only it is $51,556 per mile.

The progress of railroad construction in the United States from the opening of the Granite Railroad, at Quincy, Mass., in 1827, to January 1, 1875, yearly, is shown in the following table

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827	3		1852	11,027	2,438
1828	3		1853	13,497	2,470
1829	28	25	1854	15,672	2,175
1830	41	13	1855	17,398	1,726
1831	54	13	1856	19,251	1,853
1832	131	77	1857	22,625	3,374
1833	576	445	1858	25,090	2,465
1834	762	186	1859	26,755	1,665
1835	918	156	1860	28,771	2,016
1836	1,102	184	1861	30,593	1,822
1837	1,431	329	1862	31,769	1,176
1838	1,843	412	1863	32,471	702
1839	2,220	477	1864	33,860	1,389
1840	2,797	577	1865	32,442	582
1841	3,319	522	1866	35,351	909
1842	3,877	558	1867	36,896	1,545
1843	4,174	297	1868	38,822	1,926
1844	4,311	137	1869	42,272	3,450
1845	4,522	211	1870	48,860	6,588
1846	4,870	348	1871	55,535	6,675
1847	5,336	466	1872	62,647	7,112
1848	5,682	346	1873	69,158	6,511
1849	6,350	668	1874	74,403	5,245
1850	7,475	1,125	1875	76,206	1,803
1851	8,589	1,114			

It will be perceived that from Jan. 1, 1855, to Jan 1, 1856, the increase in railroad construction was 3,374 miles. This was the largest mileage constructed in any one year up to date. The financial difficulties of 1857-'58 suddenly arrested the extravagant expenditures in this special direction. In the 10 years ending January 1, 1858, there were built 19,418 miles; in the 10 years succeeding that date only 13,732 miles. In the 10 years closing with January 1, 1875, there were built 39,855 miles. The great acceleration in construction during this period was the result of the redundant currency issued for war purposes, which found an outlet in the demand for railroads. In this period the great Pacific Railroads were

mainly constructed, and a large number of other roads were carried into the far interior. In the meantime the older trunk roads were materially rebuilt and double tracked, and the rolling stock adequately enlarged. The internal commerce of the country quadrupled; immigration filled up the great interior; and production increased at a rapid rate. No country in the world was apparently more prosperous and wealthy than the United States up to the harvest of 1873. In September of that year the great money panic ensued, and from the same cause as that which overwhelmed the business of the country in 1857—the expenditure of too much money in a single direction. The result was identical—railroad construction ceased and thousands of men were turned away from their occupation and means of living. In the 10 years antecedent the average of construction was 4,085 miles a year and in one year (1871) 7,112 miles were built. In 1874, the year after the panic of 1873, only 1,803 miles were built; nor is it probable that for several years to come railroad building will resume an active tone. The work of 1874, indeed, was only adventitious, the finishing up of roads that had progressed far to completion, and in a few instances the construction of auxiliary and connecting links. At date no great work is in progress.

It is impossible to obtain complete returns of city and suburban passenger railroads. Their construction, however, is constantly on the increase, and all cities and large villages are now well provided with them. They are the *ne plus ultra* of modern civilization, and in their offices efficient and beneficent. They are the time savers of business life, enabling the traveler to go over three or four times the distance in the same time as before their invention and bringing into practical use. In the State of New York there are now 650 miles, in Pennsylvania 480 miles, and in Massachusetts 225 miles of track laid down. In all the other States, probably three times the aggregate length found in the States named, are in operation. This would give from 4,000 to 5,000 miles in all. The investment in these works at an average of $20,000 per mile would amount to the large sum of $80,000,000 to $100,000,000!

New York Elevated Railroad.

The management of the New York Elevated Railroad intend, in the absence of other rapid transit, to furnish the public a double track from the Battery to Harlem River. Since the veto by Governor Dix of the bill to extend this road 1,500 feet, so that the line might end at the South Ferry, where the company intended to erect a commodious depot for passengers and so save them the trouble of walking through mud, snow and rain to catch trains at the different stoping places down town, the directors have been somewhat puzzled as to what course they should take to prove to the doubters that their project was a feasible one. The company have at last resolved to extend their road at once to the Harlem River, and contracts for the iron work, for the steel rails and for the building of the road have been given out, and just as soon as the weather will permit the work intended will be commenced. The iron work is already under way, and the rails, which are to be of the best Bessemer steel, will, no doubt, be ready by the time they are required for laying down. In regard to the double track the engineers have decided to commence it at Bank street and run it for a distance of 1,200 feet up Greenwich street. This will give a road bed upon which four or five engines, with their trains attached, can be run without trouble or danger, as the switches will be placed at such convenient distances as to afford accommodation for all coming or going trains as quickly as desired. Should it be found necessary, as the travel over the road increases, to lengthen the line of the double track it will be extended as far up as Twelfth street, with the same precaution in regard to switches. By this new arrangement the distances that now require about thirty minutes for the run will be made, according to the engineer's estimate, in seven and a half minutes—a saving of time valuable to all business men. In regard to the lower extension no steps have yet been taken to have the road pushed; but it is the intention of those interested to yet secure such influence as will in the end carry the measure through.—*N. Y. Herald.*

The Senate Finance Bill.

The following is the full text of the Act passed by the United States Senate on the 22d ult., entitled "An Act to Provide for the Resumption of Specie Payments."

Be it enacted, &c., That the Secretary of the Treasury is hereby authorized and required, as rapidly as practicable, to cause to be coined at the mints of the United States, silver coins of the denominations of ten, twenty five and fifty cents, of standard value, and to issue them in redemption of an equal number and amount of fractional currency of similar denominations; or, at his discretion, he may issue such silver coins through the mints, the sub treasuries, public depositaries and postoffices of the United States; and, upon such issue, he is hereby authorized and required to redeem an equal amount of such fractional currency until the whole amount of such fractional currency outstanding shall be redeemed.

Sec. 2. That so much of section 3524 of the revised statutes of the United States as provides for a charge of one-fifth of one per centum for converting standard gold bullion into coin is hereby repealed, and hereafter no charge shall be made for that service.

Sec. 3. That section 5177 of revised statutes of the United States, limiting the aggregate amount of circulating notes of national banking associations, be, and is hereby, repealed, and each existing banking association may increase its circulating notes in accordance with existing law without respect to said aggregate limit, and new banking associations may be organized in accordance with existing law without respect to said aggregate limit; and the provisions of law for the withdrawal and redistribution of national bank currency among the several States and Territories are hereby repealed, and whenever and so often as circulating notes shall be issued to any such banking association, so increasing its capital or circulating notes, or so newly organized as aforesaid, it shall be the duty of the Secretary of the Treasury to redeem the legal tender United States notes in excess only of $300,000,000 to the amount of eighty per centum of the sum of national bank notes so issued to any such banking association as aforesaid, and to continue such redemption as such circulating notes are issued until there shall be outstanding the sum of $300,000,000 of such legal tender United States notes, and no more. And on and after the 1st day of January, A. D. 1879, the Secretary of the Treasury shall redeem in coin the United States legal tender notes then outstanding on their presentation for redemption at the office of the Assistant Treasurer of the United States in the city of New York, in sums of not less than fifty dollars. And to enable the Secretary of the Treasury to prepare and provide for the redemptions in this act authorized or required, he is authorized to use any surplus revenues from time to time in the treasury not otherwise appropriated, and to issue, sell and dispose of at not less than par in coin, either of the descriptions of bonds of the United States described in the act of Congress approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," with like qualities, privileges and exemptions, to the extent necessary to carry this act into full effect and to use the proceeds thereof for the purposes aforesaid, and all provisions of law inconsistent with the provisions of this act are hereby repealed.

Rutland Railroad Lease.

The owners of $517,000 worth of the first mortgage bonds of the Vermont Central Railroad have presented to the Franklin County Court of Chancery a petition asking that the act of January 5, 1871, approving the lease of the Rutland Railroad to that company, be set aside, giving as their reasons that the lease was made by the Rutland Company through false representations and the Court of Chancery has never approved it; that the laws do not allow the lease of one road to the receivers of another, but only to the company itself; and that the Rutland lease cost the Central road more than $400,000 above the earnings of the road during the twenty five months preceding the 1st of July. The petitioners assert that the stockholders of the Rutland road, who hold a controlling interest, seeing that the lease was depleting the property to their advantage, bought up the Central last February and have since controlled it. The petitioners also declare that the Central company has not filed its accounts of the administration of the property, which it should have done in July, and asks that it be brought to time.

☞ The following securities have been placed on the regular list of the Stock Exchange by the Committee on Securities; $30,000,000 Chicago, Burlington and Quincy consolidated mortgage seven per cent. bonds; $10,000,000 Rome, Watertown and Ogdensburg consolidated convertible first mortgage bonds; also, on the free list, $8,000,000 Grand Rapids and Indiana Railway firsts. These latter are divided as follows: Guaranteed bonds, $4,000,000; unguaranteed bonds, $3,020,000, ex land egrant bonds, $980,000.

☞ The Virginia Court of Appeals has just decided, in the case of Higgenbotham vs. that Commonwealth, that both the States of Virginia and West Virginia were jointly and separately bound for the whole State debt.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 NASSAU ST., NEW YORK, Dec. 24, 1874.

THE COUPONS OF THE FIRST MORTGAGE bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company, and the California and Oregon Railroad Company, due Jan. 1, 1875, will be paid in gold at the office of Fisk & Hatch, No. 5 Nassau st.

Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.

C. P. HUNTINGTON, Vice President.

IT WILL PAY

You to invest a few dollars in tickets in Public Library of Kentucky Concert and Drawing of

27th FEBRUARY.

POSITIVELY NO POSTPONEMENT.

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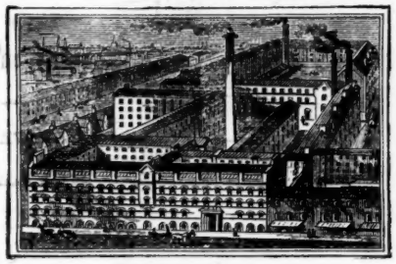
For Tickets, or information, address

THOS. E. BRAMLETTE, Agent and Manager, Louisville, Ky., or THOS. H. HAYS & CO., 609 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Dec. 15, 1874.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 1st day of February next, to the holders of full paid shares registered at the close of the 15th day of January next, after which, and until the 5th day of February, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.



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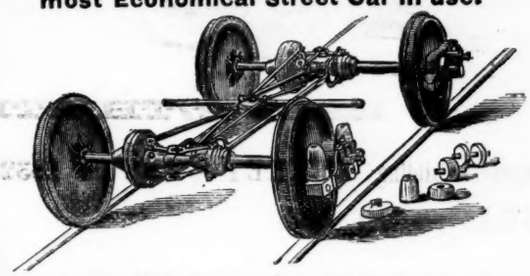

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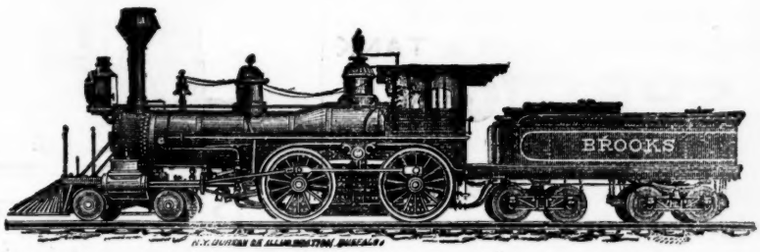

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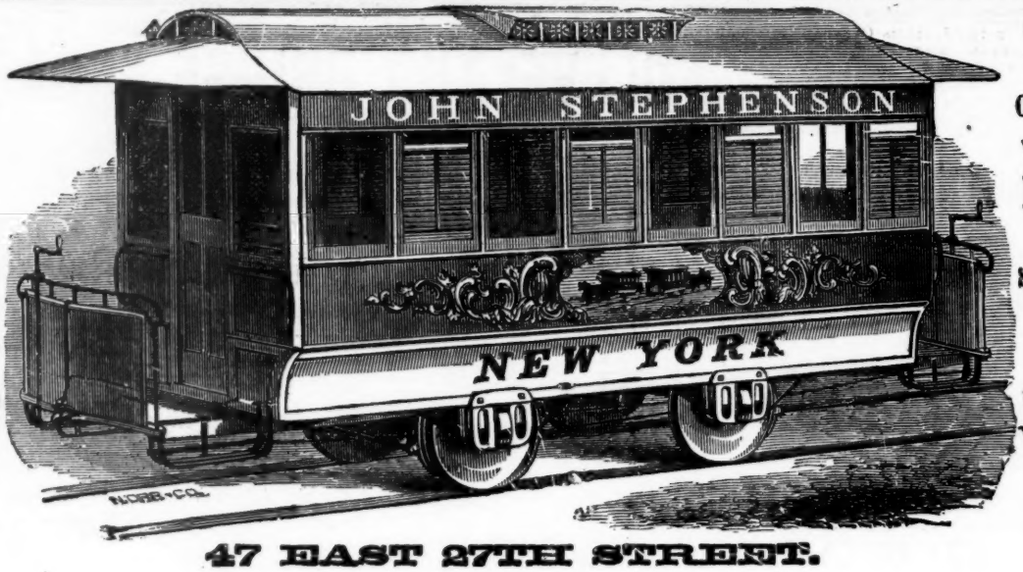

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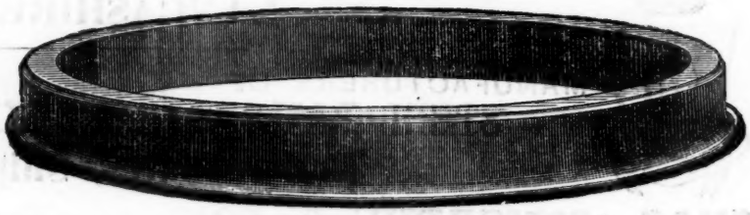

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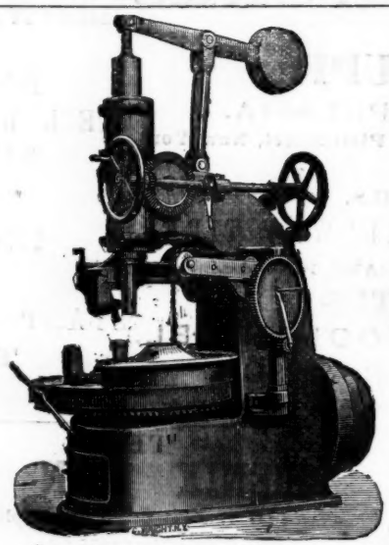

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